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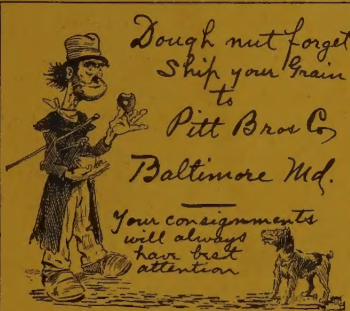
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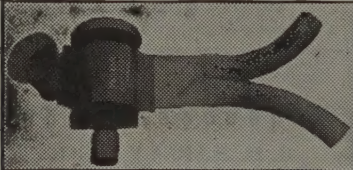
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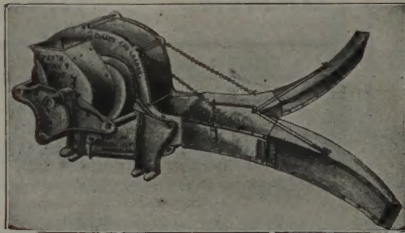
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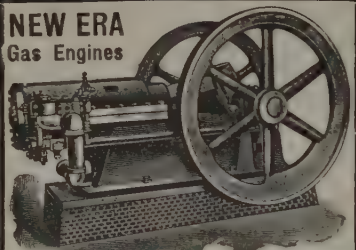
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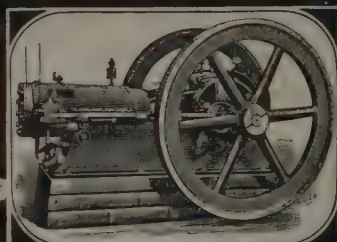
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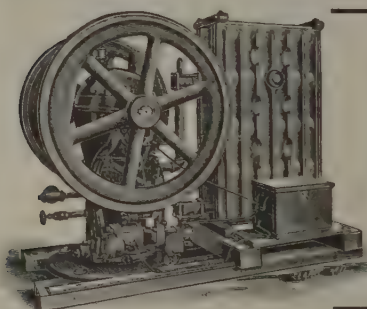
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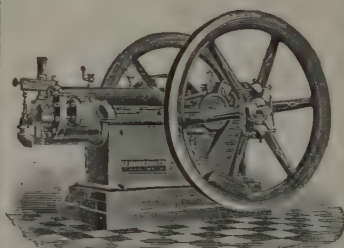


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Special prices to elevators.
Air cooled engines 2 H. P. to 4 H. P.

Write us for prices.

Lennox Machine Company
40 G. Street, Marshalltown, Iowa

Elevator Sold

at a cost of only
\$2.40 and no commissions
to pay.

Cozad, Neb., July 19, 1907.
GRAIN DEALERS JOURNAL,
Chicago, Ill.

Dear Sirs:—You will please discontinue sale item in your Journal, as it has already brot us a buyer, namely J. B. HOARD GRAIN CO., of Central City, Neb.

We very much appreciate your endeavors. Enclosed please find \$2.40 to balance account.

Yours truly,
W. R. WING.

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

The Practical Gas Engineer



tells you what to do and how to do it when your engine gets out of order. It also tells all about the care and operation of a gas or gasoline engine.

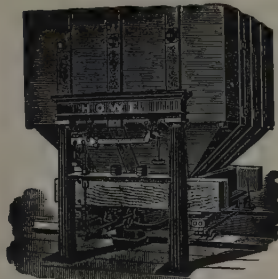
A book written by a man of 12 years' practical experience with hydro-carbon engines. Bound in cloth, Price \$1.00.

Grain Dealers Journal
255 La Salle St. Chicago, Ill.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

HOWE SCALES and HOWE ENGINES

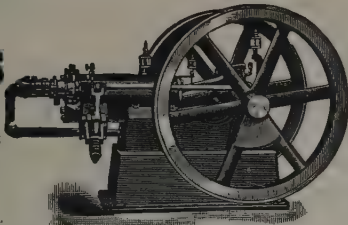


insure correct weights and a reliable and dependable power.

Your business demands these. WHY NOT GET THE BEST?

**The HOWE SCALE CO. of Ill.
CHICAGO**

St. Louis Minneapolis Kansas City Cleveland



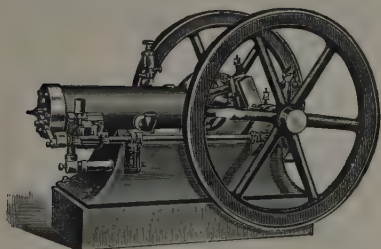
EDISON PRIMARY BATTERIES

If your batteries work when your engine is idle, the current consumed is a dead loss. With Edison Primary Batteries you get the benefit of all the current, get it when you want it and get all you want.

"Battery Sparks" is a little book that tells you why you should change your ignition outfit. We mail it free.

EDISON MANUFACTURING COMPANY
304 Wabash Avenue Chicago, Ill.

CALLAHAN GASOLINE ENGINES



Grain Elevator Machinery and Supplies

C. D. Holbrook & Co.

MINNEAPOLIS, : : MINN.

OTTO ENGINES

Are "Otto" Engines Dependable?

Gentlemen:-

As you will doubtless remember, two years ago last fall, we installed one of your 21 H.P. "Otto" Gasoline engines, and ran the same 103 days and nights without stopping. One year ago water was high and the engine was not run. Last fall water was again too low to enter our intake, and the engine and pump was started on November 2, 1906, and has run continuously for 5523 hours.

Is this not a good record?

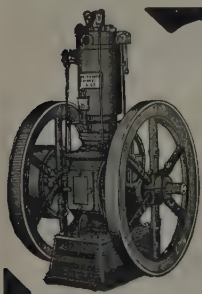
Yours truly,

Bristol Acqueduct Co.

Bristol, N. H., 4-1-07.



**OTTO GAS ENGINE WORKS, Phila., Pa.
STANDARD OF THE WORLD**



FAIRBANKS-MORSE

Gas, Gasoline, Kerosene
or Alcohol

ENGINES

are the cheapest and most reliable power for elevator or mill.

By using them one man can often run the whole elevator.

Ask for Catalog No. EV 550

Fairbanks Scales

The Peavey Elevator Co. have completely equipped their new elevator at Duluth, Minn., with Fairbanks scales. Send for Catalog No. 550 SC.

**Fairbanks, Morse
& Co.**

Franklin and Monroe Sts.
CHICAGO, ILL.



AUTOMATIC SCALES
TRACK SCALES
HOPPER SCALES
WAGON SCALES
PLATFORM SCALES
COUNTER SCALES

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal

255 La Salle Street,

CHICAGO, ILL.

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

BUY ONLY "The Standard" Scales

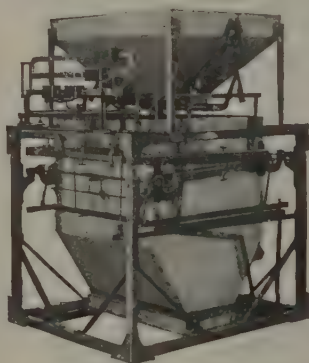
Reliable—Durable—Accurate—Guaranteed

Send us your inquiries and get genuine competition. We make a specialty of complete scale equipments for Grain Elevators.

THE STANDARD SCALE & SUPPLY CO.

50-52 South Canal Street

CHICAGO, ILLINOIS



What?

Still weighing with the old hopper scales or not weighing at all, when you can save time and labor with the

MCLEOD AUTOMATIC SCALE?

Let the McLeod do your weighing and then you can feel absolutely sure your weights are correct.

They are simple, accurate and durable. Write for information *to-day*.

MCLEOD AUTOMATIC SCALE CO.

General Sales Office:

863 Monadnock Block, Chicago



Diameter of Sheaves	Capacity	Price
18-inch	10 to 25 carloads	\$45.00
12-inch	3 to 12 carloads	\$30.00

FRED FRIEDLINE, 611 TRADERS BLDG., CHICAGO

TONS to Dollars and Cents

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4½x8½ inches, 110 pages.

Price \$1.00

GRAIN DEALERS COMPANY
255 LaSalle St. Chicago, Ill.



There's a Way to Handle Your Grain that Brings Profit to You



It's the Avery Way

For accuracy and simplicity of construction, for work that cannot be excelled by human labor the Avery Grain Scale stands supreme.

Write to us — ask for Catalog F — tell us your requirements, and we will submit plans to you.

Don't forget.

AVERY SCALE CO.

NORTH MILWAUKEE, WIS.

1500 Fisher Bldg., Chicago, Ill.
307 S. 3rd St., Minneapolis, Minn.
Plateau Bldg., Dallas, Texas.

703 23rd St., Rock Island, Ill.
115 Main St., Jackson, Mich.
Board of Trade, Kansas City, Mo.

Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of wagon loads of grain received.

At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 100 pages, 8½ x 14 inches, and each page 40 lines, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Order Form 12AA. Price \$1.50.

GRAIN DEALERS JOURNAL, 255 LaSalle St., Chicago, Ill.

Sales, Shipments and Returns

A book invaluable to the country grain shipper in keeping a detailed record of his sales, shipments and returns from each shipment made. Its use will save much time and book work. The pages are used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. SALES column headings are Date, Amount Sold, Price, Grain, Terms. SHIPMENTS headings are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. RETURNS headings are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

Each of its 152 pages of heavy linen ledger, is 10½ x 16½ inches contain lines, so that records of over 2,200 cars can be entered. Bound in heavy canvas.

Order Form 14AA. Price \$2.00.

GRAIN DEALERS JOURNAL, 255 LaSalle St., CHICAGO, ILL.

BUFFALO GRAIN TESTERS

INDICATE

- 1st—The number of pounds a sample will weigh to the bushel.
2d—The exact weight of the sample.
3d—The per cent of loss after cleaning.



Heavy brass cup, banded top and bottom. Best workmanship throughout. Warranted U. S. Standard.

BUFFALO SCALE CO.,

249 South Jefferson Street, Chicago
122 Liberty Street, New York
Works, Buffalo, N. Y.



One Pint
One Quart
Two Quarts

Cheaper than Broken Legs



A Reliance Automatic Dump Controller costs less than a poor horse and by having one attached to your wagon dump you prevent accidents to fractious teams.

This device consists of a cylinder, piston rod and a small gas pipe and regulating valve. The piston rod is attached to floor of dump and the cylinder to the driveway joists. The cylinder is filled with oil. The speed with which dump moves down is absolutely controlled by the valve thru which the oil has to pass going from top to bottom of cylinder.

Simple, effective, will last forever.
Order one, you can install it yourself.

The Reliance Construction Co.

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Single, Double and Special Stirrups



For Wood, Steel or Concrete Work.

STRAPS, PIN ANCHORS, CURB WALL ANCHORS.

Architects, Engineers or Contractors' Requirements supplied as desired.

Catalogs and prices promptly furnished.

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Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

Price, \$1.50

GRAIN DEALERS JOURNAL

255 La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

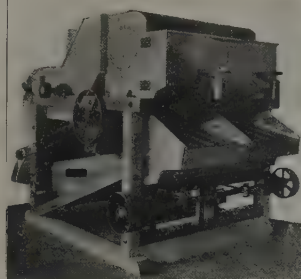
It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

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The EUREKA Separators

are not an experiment.

Used in all modern plants.

Used for over a half century.

Made to work right.

For every kind of grain.

Self Oiling. Dustless.
Durable. Automatic.

Cost less for repairs.

Sent on trial. Write for particulars.

Let us make you quotations and immediate shipments on

Oat Clippers, Feed Packers, Corn Shellers, Man-lifts, Gasoline and Steam Engines, Boilers, Electric Dynamometers, Motors and Lamps, Belting, General Elevator Machinery, Concrete Mixers, Dump Wagons and Highest Grades of Anti-Trust Pennsylvania Oils and Greases.

Write us your wants. Once a customer always a customer.

NOTH-SHARP-SAILOR CO.

Monadnock Block

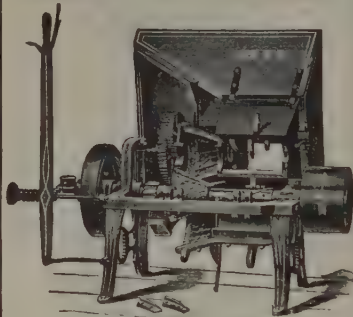
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Chicago, Ill.

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(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without husks) and grind all kinds of small grains; *separately or mixed*. Will grind Kaffir Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

Different From All Others**Lightest Running**

Best Built. Finest Finish.

HANDIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

They are Built for Business.

THE N. P. BOWSHER CO., South Bend, Ind.

Your Profits

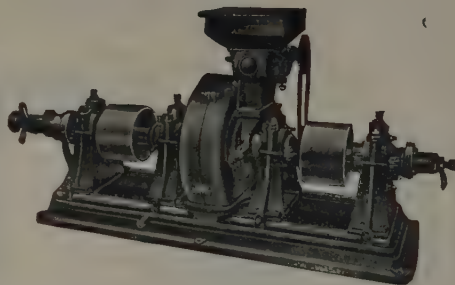
at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO

P. O. 260, MUNCY, PA.

**A. E. Baxter Engineering & Appraisal Co.**

We designed and equipped this plant for the Acme Milling Co., Olean, N. Y.

For first class Elevator Engineering Work, write to me. I construct Elevators and equip them to **satisfy you**. For good work, **quick work** at reasonable prices I am at your service.

A. E. Baxter, Buffalo, N. Y.

Ellicott Square

**BUYERS AND SELLERS**

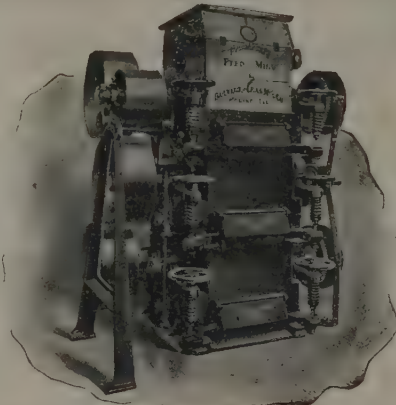
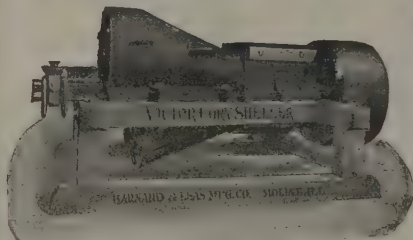
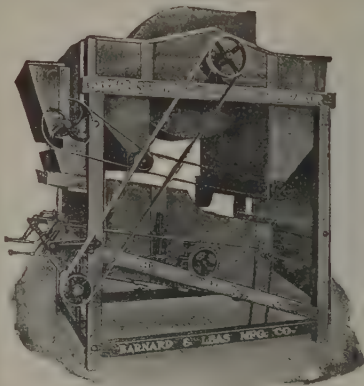
of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

Elevator Machinery and Supplies

We make or supply everything necessary to completely equip elevators of all capacities.

Barnard's Perfected Separator with Sieve Cleaning Device.**The Victor Corn Sheller.****The Cornwall Corn Cleaner.****Other Shelliers and Cleaners.****Willford's Light Running Three-roller Feed Mill.****Barnard's One, Two and Three Pair High Feed Mills.****Elevator Heads and Boots.****Belting of all kinds.****Belt Conveyor Apparatus.****Conveyors,****Power Connections.****Elevator Supplies of every description.**

Send for latest catalog.

**Barnard & Leas Mfg. Co.**

Builders of Elevator Machinery and Supplies.

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GRAIN ELEVATOR BUILDERS.

REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

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Designer and Builder of
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310 Corn Exchange, Minneapolis

The P. H. Pelkey Construction Co.

Contractors and
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Grain Elevators,
Warehouses,
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Elevator and
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CONCRETE ELEVATORS LAST FOR ALL TIME

NO INSURANCE
NO FIRES
NO SWEATING
NO DECAY
NO RATS
NO MICE

Costs but little more than a first-class frame house. Write at once.

WM. W. LOCKWOOD, WINFIELD, KANSAS

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Designer and Builder of
modern Grain Elevators.
Satisfaction Guaranteed

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G. H. Birchard CONTRACTOR Grain Elevators.

Especially Designed for Economy
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LINCOLN, NEB.

Contractor & Builder OF GRAIN ELEVATORS

Estimates furnished on application

G. F. McCURLEY

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W. S. MOORE Designer and Builder of GRAIN ELEVATORS

In wood, concrete or steel. I am thoroughly equipped to do work to the best of advantage. My fireproof engine room is unequalled in arrangement and construction. If you are going to build or improve, get my ideas and you will want my services. Write today.

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J. A. HORN, Pres. L. E. SIMPSON, Sec. & Treas.

The Capital Construction Co.

Successors to J. A. HORN Incorporated \$25,000.00
Designers and Builders of

Grain Elevators, Warehouses and Mills
of Concrete, Wood or Steel.

Full Equipments Furnished.

Plans and Specifications a Specialty.

We own and operate our own Rock
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NOTICE

I am now located at Enid, Okla., and am in shape to serve all of my old customers as well as new ones and can save you money on elevator and mill work.

Correspondence solicited.

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Scale and Elevator Repairing a Specialty.

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Designers and Builders of
Fireproof Grain Elevators, Tanks, Conveyors
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you want to do business
with the grain shippers.
Tell them so. The Grain
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Better have
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build your Elevators than **WISH** you had.

Write for copy of our latest
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Offices: 303-304 Adams Block
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GET THE BEST

Experience and Ability Counts—Costs Less



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Contracts Wanted

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Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success—we do it.

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BUILD IT FOR YOU

**SQUARE BIN
FIRE PROOF ELEVATORS**

A SPECIALTY.

BRICK OR TILE.

We also have facilities for building modern country elevators quickly.

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**OLSON BROTHERS & CO.
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Grain Elevators, Flour Mills and Complete Plants for
Handling Coal, Sand, Gravel, Ores, Ashes, Etc.

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TERMINAL AND COUNTRY
IN ANY STYLE OR CAPACITY



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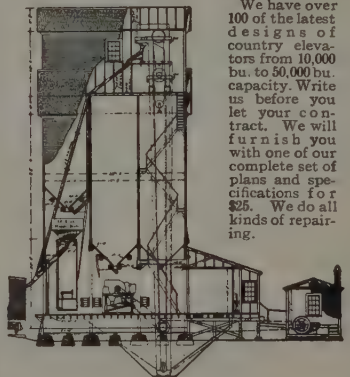
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We have over 100 of the latest designs of country elevators from 10,000 bu. to 50,000 bu. capacity. Write us before you let your contract. We will furnish you with one of our complete set of plans and specifications for \$25. We do all kinds of repairing.

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GET WHAT YOU CONTRACT FOR BY DEALING WITH

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ELEVATOR BUILDERS**

15 Years Practical Experience

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Plans and Specifications
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Designers and Builders of Modern Elevators

Write us about our New 10c per Bushel Wood Storage.

Our Plans and Specifications cannot be beaten.

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Minneapolis Steel and Machinery Co.

DESIGNERS AND BUILDERS OF

STEEL ELEVATORS

We Design and Fabricate the Complete Plant—Erect the Steel—Install the Machinery. Write for our New Booklet Q.

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Contractors

Designers and builders of Grain Elevators in all parts of the world

Steel, Brick, Wood, Concrete, Tile

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1811 FISHER BUILDING CHICAGO

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Write or call on any of them

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Savoy Hotel



Fire Proof Grain Elevator

HIGHEST TYPE

LATEST DESIGN

Recently completed for the Peavey
Duluth Terminal Co., Duluth, Minn.

The Barnett & Record Co.

General Contractors

Minneapolis, Minn.

Five Dollars Each

is the regular price of the following car movers.

Our Price **\$3.75**

Each is claimed to be the best	EASY ATLAS SAMSON SPECIAL SHELDON CHAMPION	We don't care which you order
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Engines, Scales, Elevator Machinery, Supplies and Fireproof Safes at Lowest Prices.

WRITE TO US.

AMERICAN SUPPLY CO.
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NO FIRM

who offers the

Atlas Car Mover

for \$3.75 can buy them from us at any price!

APPLETON CAR MOVER CO.
APPLETON, WIS.

The NORTHWAY FEED MILL

Is the mill for the man who wants *best results at least expense*. A thorough test will always prove the "Northway" top-matches among Feed Mills

We're the people for Elevator Machinery

Carrying everything worth having in this line and having a universal reputation for dependable **QUALITY** and lower-than-most prices

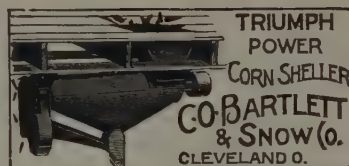
No One Can Beat Us

On Roll Corrugating and grinding because we do it as nearly perfect as human skill ever attains. Let us hear from you.

The Strong-Scott Mfg. Co.
Formerly Strong & Northway Mfg. Co.

N. W. Agents for Invincible Cleaners and Richmond Dust Collectors

MINNEAPOLIS : MINNESOTA



We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

YOU

can get a job too, if you advertise in the "Situations Wanted" columns of the Grain Dealers Journal.

Portescue, Mo., June 11, 1907.
Grain Dealers Journal,
Chicago, Ill.

Dear Sirs:—Yours of the 8th received. Through my ad in your Journal, I have received another position, and if at any time in the future I have need of an ad it will be in your Journal.

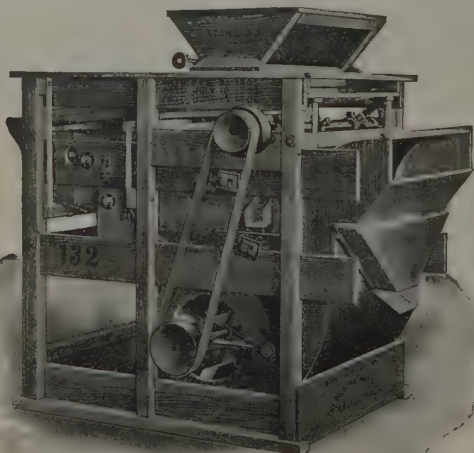
Yours very truly,
J. A. FREEMON.

MIXED GRAIN

is never graded as high as grain that is perfectly free from all that is foreign to it. You will find that cleaning and separating all grain before shipment will bring you in many extra dollars.

The **STANDARD** line of grain cleaning machinery is adapted for the cleaning and separating of all kinds of grain. When you can get clean grain by the use of a little power, you can't help but make money. **STANDARD** cleaners will do this. Catalog gladly sent.

PRAME MFG. CO., Galion, Ohio



COMPLETE EQUIPPERS OF GRAIN ELEVATORS

Your Order

for elevator machinery and supplies will be placed with us, if you want good goods, prompt shipment, and above all prices that are in keeping with their quality.

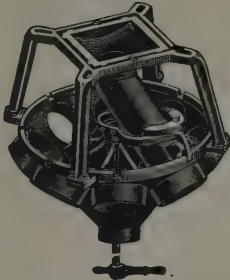
Send your bill of material for us to estimate, we want to show you that we are after your order.

Our catalog of everything needed for Modern Grain Elevators gladly sent upon request.

Midland Machinery Co.,
Minneapolis, Minn.

The Hall Signaling Non-Mixing DISTRIBUTUTOR

is universally conceded to be the **STANDARD**



It is unrivaled and unapproached in its field. Comparisons in many respects are irrelevant. It represents the highest development in this class of machinery. This high position was attained through merit alone, because its use is profitable.

All users will attest this.

Booklet "B" explains its features.

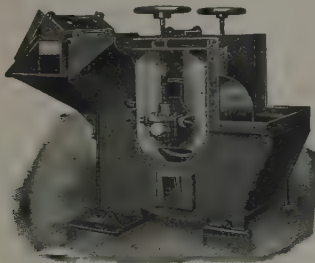
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222 First National Bank Bldg. OMAHA, NEB.

How much grain can be lifted in an hour by using a

HALL Non-Chokable Boot?

Nobody can tell, with all the data. One thing is absolutely certain. It permits feeding into, and pile onto, every bucket, every kernel it can carry, utilizing its maximum capacity. That is all any Boot can be made to do.



The Hall Non-Chokable Boot

is the only style made that permits it. When you know this fact in connection with your other data, speed, sizes, etc., the amount that will be lifted can be easily figured out.

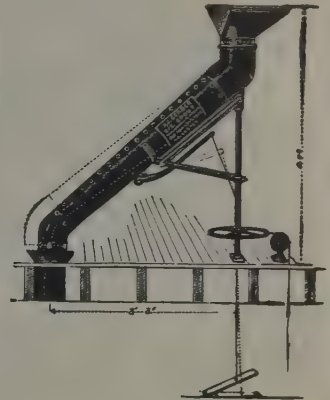
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GOOD EQUIPMENT

is the cheapest—it will give satisfaction at all times, and can be depended upon when wanted most.

The Gerber Improved Distributing Spouts are made by skilled workmen, from the best of material. They have a reputation to sustain and must be right. Our largest customers are the ones who have bought from us for years. They know if GERBER ships it it is right.



I make a Specialty of Elevator and Mill Spouting. Write for Particulars

J. J. GERBER, MINNEAPOLIS, MINN.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

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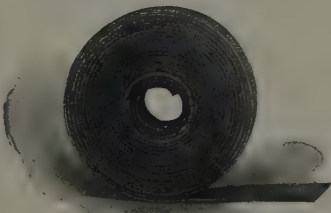
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Anchor Duplex Cotton Belting

Superior to any Cotton Belt on the Market
Why?



Because it is solid, multiple woven, and cannot separate.

Because it is absolutely impervious to heat, cold or moisture.

Because it has 15 to 30% more pulley contact, as every thread is a strain bearing one.

Because with greater pulley contact it will transmit more power.

These are the four salient points that the buyer must consider. A trial will convince you of the correctness of these facts. Every foot of belting is guaranteed.

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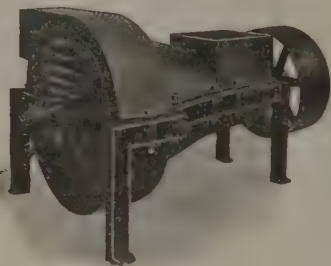
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IS A GOOD INVESTMENT FROM
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No cemented pit, tank, expensive hopping—
takes up less room, less power and cheapest repaired.

GIVE IT A TRIAL

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SAVES TIME, MONEY AND PREVENTS ERRORS

It shows at a glance or with the simplest addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes, Barley and Buckwheat at any possible market price per bushel and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

Form No. 33 printed on best linen ledger paper and bound in cloth half leather. Price \$6.00.

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An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 $\frac{1}{2}$ x 15 $\frac{1}{2}$ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY

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¶ Is a compilation of rules relating to demurrage, so-called reciprocal demurrage or delayage, which have been enacted by the legislatures of the several states or promulgated by commissions organized under state authority.

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Price \$1.00

GRAIN DEALERS JOURNAL

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For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

The cost for advertising is 15c per line

IF YOU HANDLE CLOVER SEED

that contains buckhorn, plantain, pepper grass and other foul weed seeds, we have a machine which it will pay you to investigate. We are making a Cleaner, in many respects like our popular No. 16, that is giving splendid results in handling extremely dirty lots of seed and also tailings from larger machines. This machine requires very little space or power; and no dust spout connections, being equipped with a dust sack for taking care of the dust from fan. It is so arranged that the cleaned seed passes in full view of the operator which enables him to see at any time just what the machine is doing. This Cleaner will pay for itself in a short time reclaiming bad lots of seed and screenings. It will handle any kind of field seeds and give the best kind of results. We are not pretending to do miracles. We cannot take *all* of the buckhorn out of clover; just the same, we think the work the machine *will* do would surprise you. If you are interested in the work described we shall gladly give you full particulars and prices.



A. T. FERRELL & CO.

Saginaw, Michigan

The "Western" Gyrating Cleaner

— MANUFACTURED BY —

UNION IRON WORKS, Decatur, Ills.

Note what a leading grain firm of Central Illinois says of this Machine:

DALTON CITY, ILLS., June 29, 1907.
UNION IRON WORKS, Decatur, Ills.

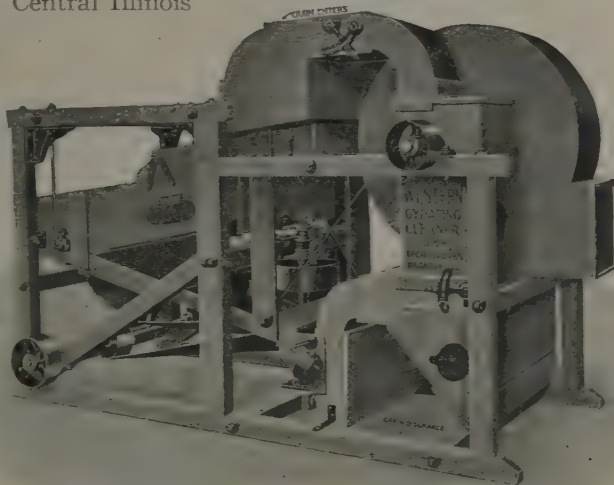
Gentlemen:—The "Western" Gyrating Cleaner bought of you and shipped to us Sept. 15, 1906, has been in almost constant use since. The corn crop of 1906 has been the worst we have had to handle since in the grain business, but thanks to our Gyrator, we have raised the grade on at least half the corn handled during the past winter.

We have cleaned about 300,000 bu. of corn and oats on the machine and the work has been simply perfect. The vacuum chamber catches all the refuse worth catching, and the sand screen removes all the fine particles of grain and dirt, thus making the grain less liable to get out of condition, and we find a ready sale for all the refuse and screenings.

As to the machine, we have never fastened it in any way. It is so perfectly balanced there is no jar or vibration, and have not found it necessary to adjust a single box or bearing as yet.

Yours truly,

C. A. HIGHT & CO.



ELEVATORS FOR SALE.

ELEVATOR in corn belt of Ill., new and up-to-date. Chas. Gale, Weldon, Ill.

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

MODERN ELEVATOR and residence for sale. Would consider land in Kansas or Nebraska. Box 135, Smith Center, Kan.

FOR SALE—One modern equipped elevator in Southern Minnesota on Omaha Railroad. Address Lock Box 713, Sioux Falls, S. D.

ELEVATOR for sale or trade for farm, modern 40,000 bu. cap., steam; city of 9,000. Address Imer, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR on Pa. R. R., no competition. Handles flour and feed; big harvest; a bargain; everything first-class. Box 73, Cumberland, Ind.

ELEVATOR for sale, 20,000 bu. capacity, equipped with all modern machinery. Run three seasons. Kiowa County Co-operative Ass'n, Hobart, Okla.

GOOD ELEVATOR and coal business for sale, doing good business. Reason for selling to dissolve partnership. Address Box 301, Prescott, Iowa.

FOR SALE—A desirable elevator on Omaha Railroad, in Nebraska. Capacity 25,000 bus. Address B. G., Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—50,000 bu. elevator and coal business, one of the best locations in northeastern Nebraska. Address C, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—20,000 bu. capacity, on Union Pacific, in the best part of Eastern Nebraska. Address Wan, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A new 20,000 bu. capacity elevator on Great Northern Railway, in northeastern Nebraska. Address N. E., Box 12, Grain Dealers Journal, Chicago, Ill.

TWO OKLAHOMA elevators for sale, in good condition and doing good business. Best of reasons for selling. Address Okla, Box 10, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS—Cleaner in one and coal elevator attached to other. Best part North Dakota. Doing paying business. Elevators modern. Crops good. I. H. Harris, Bathgate, N. D.

FOR SALE—Three modern 50,000 bu. elevators in best corn and wheat section of southern Illinois, doing actual business of 600,000 bus. Address J, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator and feed mill with wholesale and retail feed and coal business in connection. On main line of R. I. R. R., doing good business. Address Lock Box 472, Pond Creek, Okla.

ELEVATOR and feed mill in small Wisconsin village in good farm and dairy country. Buildings and machinery in first class condition. Modern and up-to-date in every respect. Doing good business in custom grinding. Good opening for someone. Address W. W., Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

MODERN up-to-date elevator for sale in Eastern North Dakota on the Soo Line; capacity 25,000 bus.; good business, good competition, good reason for selling. Address Lock Box 713, Sioux Falls, S. D.

ELEVATOR on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bus.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

FOR SALE—Grain, Lumber and Coal business thirty miles from Denver, Colo. Doing a nice business, about 75 cars of wheat will be handled this season. No competition. Phelps-Donahue Grain Co., Denver, Colo.

30,000 BU. ELEVATOR for sale; 15 h.p. Otto gasoline engine, Eureka cleaner, Fairbanks dump and hopper scales; all in first-class repair. Price \$7,500.00. Address Independent Elevator Co., Box 672, Regina, Sask.

GOOD ELEVATOR for sale, located at Armstrong, Minn.; only elevator at this station; doing good business and well rented. Possession can be given if desired. For further particulars address Drawer "C," Slayton, Minn.

40,000 BUS. elevator for sale; situated in Southern Illinois, capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namfak, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two good elevators in North Dakota, on Great Northern Railway, of 45,000 bus. capacity each, with good business. For reason for selling and other information, address A. D., Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATOR FOR SALE, 30,000 bus. capacity. Gasoline engine. Situated on the C., B. & Q. Ry., in a town of 6,500 population. Excellent corn, wheat and oats territory. Fine hay market. Good reason for selling. Address C. V. Chandler, Macomb, Ill.

FOR SALE—10,000 bu. elevator; new nine-room residence; cribs for 20,000 bu. ear corn; 14,000 bu. oat bin; new 8 h. p. gasoline engine. None of the buildings on R. R. land. Price \$8,000 and worth it; one-half down, bal. easy terms. Address Box 13, Smithshire, Ill.

ELEVATOR FOR SALE, on right of way G. N. 30,000 bu. capacity; in good working condition, has cleaner and 5 h. p. Fairbanks-Morse gasoline engine set in brick building side of elevator. \$3,500 will close the deal. Apply or write G. P. Olson, Cokato, Minn., Rfd. 4.

A SNAP FOR \$20,000.

Phoenix elevator, capacity 150,000 bus., fully equipped with cleaners, clippers etc.; ample power and ground room to increase capacity; perfect condition to operate; located Belt Line, Kansas City, East. Address Geo. M. Flanagan, Nelson Bldg., Kansas City, Mo.

ELEVATORS FOR SALE.

OKLAHOMA ELEVATOR AND CORN MILL for sale. In the best corn, wheat and oats belt of southwestern Oklahoma. A bonanza for anyone wishing to locate in Oklahoma, and start right in the grain business. Good reason for selling. Write at once to Clift Bros., Hastings, Okla.

FOR SALE—A 14,000 bu. elevator, 46 miles west of Minneapolis in a good wheat country where a failure is never known. Receipts run about 50,000 bus. per year. Only two elevators. Good German town. Good reason for selling. For further particulars, address Wil. Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—2 or 3 to make stock company to run good transfer house, buys 150,000 of farmers, sells \$10,000 coal and feed per month, big bargain in Indianapolis, good track business. Also buyer for good 40,000 bu. house, N. Ind. Penn. R. R. ships 150,000, for \$5,000. Have many good bargains. John A. Rice, Broker, Frankfort, Ind.

MODERN ELEVATOR, 35,000 bu. cap., 25 h.p. gasoline engine. A territory. No opposition. Flour exchange in connection. Large hay warehouse. Handles grain, hay, flour, seeds and coal. Splendid location for lumber yard. Will sell cheap or will exchange for good farm. Good reasons for wanting to sell. Address Mot, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Located in Southern Pa. on the Phila. & Reading Ry., a first-class elevator, coal trestle and switch, fertilizer house and yards, also one-eight reduction flouring mill, both properties run by water power, in first-class order and are now enjoying a fine trade. Will be sold on easy terms. For further particulars, address F. A. Asper, Adams Co., Pa.

FOR SALE—A line of seven modern elevators and two sixty bbl. mills located in Southern Minnesota and Northern Iowa. Elevators all handle coal, flour and feed. All running and doing a good business. Reason for selling: want to engage in other business. This will bear strict investigation. Time given on part. Address R. P., Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—50,000 bu. cap. eltr. doing 250,000 bu. yearly, located on 4 R.R. Your grain on the market 14 hrs. after loading. No car trouble, free switching, elegant block, farming land for miles around. Handles in connection coal, timothy, flour, salt and all class of feed. Building and machinery first-class and up-to-date. If you want a money getter, don't let this pass you. J. D. McGill, 223 Home Guards Bldg., Van Wert, O.

LOCATIONS FOR ELEVATORS.**GOOD LOCATIONS**

for Elevators and Industries on The Belt Ry. of Chicago. Low Switching rates. Good car supply. Address B. Thomas, Pres. Room 11, Dearborn Station, Chicago.

ELEVATORS WANTED.

ELEVATOR WANTED to rent. Box 54, Parkersburg, Ia.

WANTED—to buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

I AM IN THE MARKET for several good elevators. Send full information in your first letter. Julius Kunz, Wesley, Ia.

ELEVATOR or mill and elevator wanted, in exchange for a good improved farm. Address Dnal, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR TRADE—Two modern brick residences in the heart of Denver, for Indiana Grain Business. Let me know what you have. E. A. Benedict, Oxford, Ind.

WANTED TO PURCHASE grain, coal and feed business in some good live town in Iowa, Kansas or Okla. Address Bag, Box 1, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

BARGAIN—Southeastern Nebraska, 35 bbl. water-power, rolling mill, with dwelling, outbuildings and yards for stock—all in splendid condition—not a dollar needed for repairs. Address R., Box 12, Grain Dealers Journal, Chicago, Ill.

RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL.

SITUATIONS WANTED.

POSITION AS GRAIN BUYER wanted by young married man; six years' experience, best references. Address J. E. Whitney, Alva, Okla. R. F. D. No. 2.

POSITION WANTED—As manager of elevator; all round experience, keep double entry books. Best of references. Address Fey, Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as mgr. of elevator or line of elevators; 18 years experience; keep double entry books; best of references. Address A. W. Walls, New Richmond, Ind.

POSITION—Solicitor cash grain and options. Territory—Ill., Iowa, Neb., S. Dak. Thoroughly competent. Know the trade. Address Traveler, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION as manager of Elevator. Have had 11 years successful experience buying grain and 25 years selling lumber. Address Grain, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED in N. W. Ia. or S. Dak. a position as buyer and manager of country grain station; good barley station preferred. 20 yrs. experience. Satisfaction or no pay. Address E. D. W., Box 1, Grain Dealers Journal, Chicago, Ill.

WIDE AWAKE grain man open for managership of good grain elevator, experienced, both bookkeeping and grading; have my typewriter and millwright tools. Long contract to right party. Address L. Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED by experienced man, with grain co. as manager of elevator, or with large milling co. as supt. of eltr. and warehouse. Competent of taking full charge, familiar with office duties, understand grading of grain and machinery. German and American spoken. First-class references. Address P., Box 2, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED an all round elevator man, who can run steam engine. L. H. Perry, Ransom, Ill.

HELP WANTED—several men to manage country elevators, only good men with experience. State nationality and references. Plymouth Elevator Co., Sioux Falls, S. Dak.

WANTED—A man of experience to take charge of an elevator located in central Indiana. Good salary and a delightful little city in which to live. Write J. T. Detchon, New Richmond, Ind.

WANTED AN EXPERIENCED man to take charge of an elevator in Michigan, one who is thoroughly familiar with the hay and bean business. Others need not apply. Saginaw Milling Co., Saginaw, Mich.

GOOD, SOBER and industrious man for general work around country elevator, wanted. One who has some knowledge of machinery preferred. Steady work to right party; in good town near Aurora. Address Ker, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—Competent and experienced Foreman and Superintendents to take charge and build country and transfer elevators complete—desirable work and good pay to right man. Answer with references—you will have to make good. Fred Friedline, Archt. & Engr., 253-261 LaSalle St., Chicago, Ill.

WANTED for the coming season Managers for three ear corn elevators where shellers are used, must be competent and with experience in gasoline and machinery. Send recommendations with application, experience, &c., state age, and if married. Address Hannifin Mill & Elevator Co., Broken Arrow, I. T.

EXCELLENT OPPORTUNITY for a bright young man who knows wheat and flour and has had experience in buying, selling and shipping and who is thoroughly competent to handle correspondence. Must have good habits, be thoroughly honest, reliable and truthful, would prefer a man who can operate a typewriter, altho this is not a necessary requisite. I want such a man to take charge of my flour and wheat department, which has been established 25 years and has a large business. This is an extraordinary opportunity with a bright future for the right man. Address L. R. C., Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR RENT.

FOR RENT—The Farmers Elevator at Kensington, Minn., for the ensuing crop year. Sealed bids will be received by the sec'y up to and including Aug. 1, 1907. The right to reject any and all bids is reserved. P. G. Peterson, Sec'y, Kensington, Minn.

Opportunities are passing daily never to return—see the Southwest NOW.

Southwest Excursions

Low Fares these Dates:

July 2 and 16;

August 6 and 20

Round-trip tickets sold from nearly all Rock Island points in the North and Central West to practically all points Southwest. Fare about half—in many cases less than half the regular fare.

Pluck means sure success in the Southwest. An illustrated book or two will help you to a better acquaintance with the country.

I'll be glad to send them on request. Just state the section which most interests you.



JNO. SEBASTIAN, Pass. Traffic Mgr.
Rock Island Lines
CHICAGO

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE engine 18 h. p., and feed Temple Pump Co., 15th Place, Chicago.

OLDS gasoline engine 18 h. p., and feed mill machinery, \$425. E. T. Deuel, Montpelier, Ohio.

FOR SALE—9 h.p. Otto gasoline engine, good as new. F. W. Coen, 3802 Ridge Ave., Chicago, Ill.

FOR SALE—1 35 h. p. Charter Gasoline engine. Good as new; used about 7 months. Address D., Box 2, Grain Dealers Journal, Chicago, Ill.

STATIONARY GAS ENGINE, about 30 h.p. for sale; suitable for elevator use. Weight six tons. J. H. Allen & Co., St. Paul, Minn.

FOR SALE—40 h.p. Foos gasoline engine in fine condition. Have replaced with 75 h.p. For full information, address Dadmun Bros., Whitewater, Wis.

FOR SALE—Ten 2 h. p. Fairbanks-Morse gasoline engines, practically new; also five 2 h. p. International gasoline engines. Address J. C. Mire Implement Co., Ltd., New Orleans, La.

GAS ENGINES FOR SALE—

- 28-H.P. Fairbanks Morse.
- 40-H.P. Lambert.
- 35-H.P. Foos.
- 16-H.P. Fairbanks Morse.
- 12-H.P. Fairbanks Morse.
- 8-H.P. Fairbanks Morse.
- 7-H.P. Webster.
- 5-H.P. Webster.
- 18-H.P. Olds.

Also 50 engines of smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

LIST OF SECOND HAND GASOLINE ENGINES. 1 1½ HP. Webster gasoline engine complete, with water tank, jump spark and hot tube \$65. 1 2 HP. Webster gasoline engine complete with water tank as good as new, electric spark and tube \$90. 1 3 HP. Lambert horizontal engine, electric spark and torch as good as new \$110. 1 4 HP. Dayton engine, vertical \$75. 1 4-HP. Foos engine as good as new \$110. 1 5 HP. Foos engine \$125. 1 5 HP. horizontal Fairbanks engine, used less than 60 days \$175. 1 5 HP. O. S. Kelley engine complete used 10 days \$100. 1 32 HP. Fairbanks engine shipped from the factory 2 yrs. ago, used 2 seasons in a cotton gin, about 9 months' use \$600. 1 40 HP. Fairbanks engine used 6 months, as good as new, shipped from the factory less than 2 yrs. ago \$750. Allen P. Ely & Co., Omaha, Neb.

MOTORS FOR SALE.

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

FOR SALE, Dynamos and Motors new and second hand. Direct or alternating current. Corbin & Guion, 52 West Jackson Boulevard, Chicago, Illinois.

PARTNERS WANTED.

DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

ENGINES AND BOILERS FOR SALE

FOR SALE—Two second hand boilers, complete, including front and grates, size 56 by 16, 44-4 in. flues. Ellsworth Mill & Elevator Co., Ellsworth, Kan.

FOR SALE, ENGINES & BOILERS.

- 4-72x18 Horizontal Tubular, High Pressure.
- 1-84x18 Horizontal Tubular, Standard.
- 1-78x16 Horizontal Tubular, Standard.
- 1-72x18 Horizontal Tubular, Standard.
- 5-72x16 Horizontal Tubular, Standard.
- 1-66x16 Horizontal Tubular, high pressure.
- 1-60x16 6 in. Riveted Flue, Standard.
- 3-60x16 Horizontal Tubular, Standard.
- Sixty others, all styles and sizes.

ENGINES.

- 20x48 Wheelock.
- 18x42 Hamilton.
- 18x36 Wright.
- 16x32 Buckeye.
- 18x26 H. S. & G.
- 16x20 Brownell.
- 14x20 Atlas.
- 14x14 Vertical.

Forty others, all sizes and styles. Also pumps, heaters, tanks, saw mills and general machinery. Send us specifications of your wants. The Randle Machinery Co., 1748 Powers St., Cincinnati, O.

MISCELLANEOUS FOR SALE.

FOR SALE—New 2 inch Gardner automatic governor. Will sell cheap. Address Box 281, Ridgeville, Ind.

FOR SALE—20 50-lb. scale test weights of best make, in perfect condition; also good boxes for shipping same. For prices, address H. W. Stevens, Lawler, Ia.

GRAIN TESTERS.

Two quart testers, one quart tester, one pint tester, the best are cheapest, we have the best. Write us for prices. A. S. Garman & Sons, Akron, O.

ELEVATOR BOOT TANK for sale—Top 15'x5', bottom 4' square. This is a brand new tank and can be had at a BIG BARGAIN because it is in our way. Harris Machinery Co., Minneapolis, Minn.

FINE PAIR of bevel gears, cost \$85, good as new. Price \$40. Write for dimensions. Also 1 stand of 6x12 smooth roller mill, in fair condition, Barnard & Leas make. Price \$25. Rockwells Flour Mills, North Baltimore, O.

FOR SALE—1 Brownell 80 HP. Steam Engine, Gardner governor, price \$250 f. o. b., 2 stands elevator wooden boot, and head, 9 in. bucket and belting, price \$25 f. o. b. Address J. C. Hadley, Windfall, Ind.

NO MORE LEAKS—Maire's Indestructible Roof Preserver absolutely prevents decay, preserves the roof and makes it good as new. Stops rust. Best for all surfaces. Write for full particulars. Maire Paint Co., Minneapolis, Minn.

MISCELLANEOUS WANTED.

WANTED—One No. 5 and one No. 6 of No. 7 Cyclone Dust Collectors. One platform scale 4,000 lbs. capacity suitable for hopper. A. S. Garman & Co., Akron, Ohio.

MACHINES FOR SALE.

FOR SALE—3 Richmond Round Reels 9x18. Good as new. Cheap. J. M. Hornung, Greensburg, Ind.

FOR SALE—1 No. 10 Clipper Cleaner in good condition. 13 sieves for small grains. \$50.00 takes it. Thompson Farmers Elevator Co., Thompson, N. Dak.

FOR SALE—A No. 2 Barnard corn cleaner and No. 2 Marseilles cylinder sheller, nearly new. Cheap if taken at once. Gilmore Grain & Eltr. Co., Gilmore, Ia.

FOR SALE CHEAP.

1 Barnard & Leas oat clipper, horizontal, No. 3, in good condition. 1 Willford No. 1, 3 roll feed grinder. Good condition. Will sell these at a bargain or trade for good hopper scale or grain separator. H. C. Hamilton, Nora Springs, Ia.

MACHINERY FOR SALE—3 stands Barnard & Leas wheat rolls, 7x18, good as new; centrifugal reels; wheat purifiers; set large corn or wheat burrs; good steam engine and boiler, 40 h.p.; 1 power sheller; shaftings and pulleys, and a complete set of machinery for 35 bbl. roller mill. Will sell cheap or trade for land. T. S. Wilson, Spickard, Mo.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

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One 50 ton capacity railroad track scale. Two 10 ton wagon scales. One 2 ton floor scales. We will furnish all iron or metal parts for above only. Mueller Coal, Heavy Hauling & Transfer Co., 2520 Bismark St., St. Louis, Mo.

HAY WANTED.

BALED HAY wanted. H. Gale, Galewood, Mt. Clare P. O., Chicago.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Car Load Dealers, Baltimore, Md.

HAY AND STRAW of all descriptions wanted. We will either buy outright or handle on the usual rates of commission. R. F. Worley & Co., Chicago, Ill.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

POPCORN WANTED.

POPCORN Wanted—Correspond with us. Bradshaw Co., New York, N. Y.

SEEDS FOR SALE.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

GRAIN FOR SALE.

IF YOU have choice grain for sale, offer it in the "GRAIN FOR SALE" columns of the Grain Dealers Journal. Get inquiries, send out samples and sell to the best bidder. It will pay. Try it.

GRAIN WANTED.

CAR GOOD WHEAT screenings wanted. Pape & Loos, Quincy, Ill.

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SOUND, CLEAN Japanese buckwheat wanted; carlots or less. Theo. P. Huffman & Co., 648 W. 34th St., New York, N. Y.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

WANTED AT EAST MIDDLETON, PA., in Aug. Sept and Oct., from 5 to 10,000 bus. of No. 1 yellow clean corn for meal for the table. No spoilt grain; fresh shelled, not lying in elevator or kiln dried. Cash paid as soon as inspected. Small shippers should correspond with S. C. Brinson, Middletown, Pa.

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This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the other half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

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GRAIN DEALERS JOURNAL
255 La Salle St., CHICAGO, ILL.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

CLOVER SEED WANTED—High grades, native seed, Medium and Mammoth. Submit samples and prices. C. C. Norton's Sons, Greenfield, Ohio.

SEEDS WANTED: Clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second St., Louisville, Ky.

MISCELLANEOUS.

MILLS AND ELEVATORS bought, sold or exchanged. Write. Frank Stetson, 813 Walnut st., Kansas City, Mo.

ARMSBY CIFER CODE WANTED. Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED of R. H. McDonald, formerly of R. H. McDonald & Co., of New Orleans, La. Address F. M. Alter, Box 1, Grain Dealers Journal, Chicago, Ill.

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SALVAGE GRAIN
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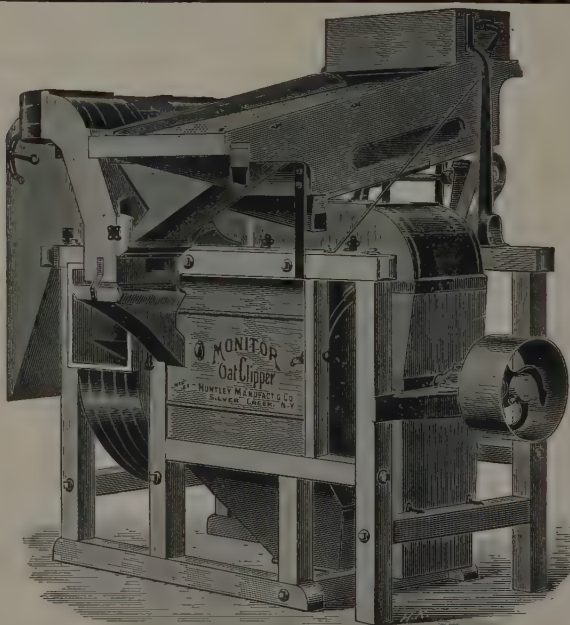
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JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

GRAIN DEALERS JOURNAL

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value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., JULY 25, 1907.

YOUR views on the new B/L are wanted by your fellow shippers everywhere. Will you give them? You are welcome to the use of our columns.

THE NEWS columns of this number tell of two more boys sacrificed to the privilege of turning the elevator into a playhouse. Do you permit boys in your elevator?

WHAT would you consider an equitable distribution of cars among the shippers along your line of railroad? If you were called upon to draft a rule which would prove fair to all how would you word it?

THE BUCKETSHOP keepers of the Northwest are now eligible to membership in Black Hand gang. The blacker the gang is in crime the better will it suit the sharks who have preyed on the gullibles for years past.

THE CROP is starting in with high prices which cannot be the minimum for the year; hence elevator men may be confronted with falling markets and scarcity of cars at one and the same time. At such a time a full house is not desirable.

MINNESOTA grain buyers may deem it advisable to buy oats and barley by the legal bushel, 32 and 48 lbs. but the law will not require them to pay as much for 32 and 48 lbs. as they would be willing to pay for 33 and 50 lbs.

THE unstinted praise of the Minnesota Grain Inspection Dept. sung by Mr. Shanahan at the Sioux Falls meeting of the Tri-State Grain Dealers Ass'n seems to be truly merited for many of the shippers of grain to its terminals joins spiritedly in the chorus.

SENATOR McCUMBER, the famous champion of Federal inspection, has again broken out with a prediction for inaugurating federal inspection next year. The politicians are so very eager for places such as the department would afford, they can hardly wait until Congress convenes.

CHARGING all that the traffic will bear, by which practice railroads have forced a partnership in the profits of private business, is threatened by Commissioner Lane's decision that rates on fire brick, building brick and paving brick must be the same, because there is no distinction from a transportation standpoint.

RECEIVING grain in store from farmers and giving them the privilege of accepting the market price any day they wish to sell seldom has proved profitable and seldom will. Speculators in central markets pay a good price for puts for short time delivery and few speculators are wild enough to sell puts without time limit.

REPLACING old with larger eltrs. of modern design, a practice quite common in grain surplus sections this season, gives convincing evidence of the country grain buyer's desire to have first-class facilities for conducting business. The up-to-date plant not only attracts business, but it reduces the cost of handling grain and makes possible the advantageous handling of all grain.

TRAPDOORS which will close automatically when temperature exceeds 125 degrees Fahrenheit can be used advantageously in eltr. wells containing stairway, man lift or drive. Such doors, covered both sides with heavy tin, have often checked the spread of fire in factories and warehouses until fire fighters were able to extinguish it and no reason exists for their proving less effective in grain eltrs.

THE RAILROAD embargo has been given a body blow by the Interstate Commerce Commission in the case of E. L. Rogers & Co. versus P. & R. R. R. Co. It seems that the railroad company used the embargo merely as a cloak to justify or excuse its discrimination against the complainant. Placing an embargo against one commodity while continuing to receive other commodities is surely a discrimination and it is very doubtful whether the Commission or the Courts will permit such an unlawful practice to become established.

THE UNION PACIFIC Ry. may have to pay for its discrimination in favor of the Omaha Elevator Co. thru the medium of an elevation allowance during the last twenty years. Another Omaha elevator concern which has received large quantities of grain is suing for damages measured by a similar allowance on the grain it received during the time the allowance charge was given its competitor. Its ground is well taken and no doubt the Courts will look with favor upon its suit.

ADVANCING money to farmers on grain still in the field does not always win the farmer's favorable consideration when he comes to sell; in fact it has quite the contrary effect, because he naturally concludes that the elevator man, believing the farmer to be in his debt, will bid less for his grain than is warranted by the market. Competitors who learn of the advance will glory in getting the grain even tho they have to pay more than prices ruling at central markets warrant. Few grain buyers have made friends or gained business by advancing money. It is a practice that belongs to the banker and the money lender and has no place in the grain business. It should be stopped.

THE AMERICAN Grain Exchanges Export Ass'n which was started at Old Point Comfort last month will find the work it has set out for itself quite difficult. The members of the domestic trade have no serious objection to export grain being graded by different rules, altho there seems to be no good reason for having different grades for export and for domestic trade. If the rules governing the grading of grain are ever to represent a true and honest measure of the quality of the grain, then the members of the trade must sink their personal interests and join hands in establishing and maintaining equitable rules which shall fairly protect the interests of all.

EVERY SHIPPER has heard of railroad claim agents who "accidentally" let all papers relating to a complicated case fall into a waste basket and thereby mysteriously disappear. A few shippers, profiting by the experience of claimants whose papers were lost, have always refused to surrender their original bills and receipts. A Michigan shipper, whose letter appears in "Asked-Answered," this number, again raises this very important question. In giving up the original papers claimants place themselves entirely at the mercy of the railroad company and naturally they are occasionally imposed upon. Duplicate copies of the original papers should suffice to facilitate the work of the railroad claim agent and could be supplied without imperiling the interests of the claimant.

R. H. McDONALD, formally in the grain business at New Orleans, and in whose interest Certificates of Weight and Inspection were altered as shown by illustrations in the Grain Dealers Journal for July 10, page 33, started in the jewelry business at Milwaukee last month and last week disappeared with over \$50,000 worth of jewelry, purchased recently on ten days credit. If not caught, this man's knowledge of the grain business may lead him back into it. Shippers will profit by confining their dealings in the central markets to members of organized exchanges.

AN UNUSUAL case has recently come to light at Genoa, Neb., where the Union Pacific Ry. has refused to renew a five-year lease of ground for an elevator on its right of way. This elevator has been on the same site for ten years, but is used principally for the purpose of accumulating grain which is hauled to a mill a mile away. As long as elevator men continue to build elevators on railroad land, they must expect their business existence to be dependent upon the whims of the railroad company. When leases were cheap and elevators inexpensive, this practice became common with the trade. Now that better buildings are being erected and a higher rental is being exacted for land, elevator men will profit by building on their own ground.

THE GRAIN trade of Kansas City suffered severely last winter owing to the congested conditions of the railroad yards and to the refusal of different lines to permit their cars to go to the rails of other lines for unloading. At present, the railroad companies entering Kansas City are applying for many privileges in connection with the erection of the new Union Depot. Members of the grain trade have very dexterously got next to the City Council and insisted that no concessions be granted the railroad companies unless they will agree to abolish all switching charges and permit their cars to go to the rails of one another for unloading. The concessions asked should be granted in the interests of the city's trade and without demanding any price. The refusal to switch cars where wanted in so many terminal markets has long been a baneful curse to the grain trade. The railroads' agents would like to permit the transfer of cars, but refuse, because as the companies honestly put it, they can not trust one another and do not hesitate to steal cars whenever the opportunity affords. When their per diem charge against one another for the use of one another's cars is so large that the railroad finds it cheaper to buy cars than to rent, then cars can be turned over to connecting carriers without fear of their being unduly detained.

SHIPPERS RIGHT TO SHIP WHERE HE WISHES.

Shippers along nearly every line of railroad crossing the grain surplus states have at times been greatly handicapped by the efforts of railroads to divert their grain to special firms and favored markets. Some have vigorously resented the efforts of the railroad companies to run their businesses, while others have meekly submitted to dictation.

It has been generally supposed that the Hepburn Act would so fortify shippers who prefer to be masters of their own business as to preclude the possibility of railroad interference, yet a Michigan shipper in writing a Maryland buyer this month said:

I have just loaded a car with hay and the car could run to Annapolis all right, but as it contains 2-3 of the load mixed hay you would not want it. We are about out of hay, have but two cars yet to load, both will be No. 1 hay, but it has gotten so that the railroads practically designate where the hay shall go. When we say that we want to ship to Baltimore we perhaps receive, a week or more after we order the car, the information that car will be supplied if we will ship to St. Louis, and in order to move the hay we are obliged to ship to St. Louis. If we happen to secure a car that can run to Annapolis for either of our remaining shipments will wire you and if you are still wanting will be glad to send it along.

If the carriers propose to furnish transportation they should supply it to the point needed, and cease hampering trade. The petty rules in force at Peoria and Buffalo, which were complained of in recent numbers of this journal, are not designed to promote the business of these markets or to help those who ship to them. Unreasonable regulations regarding the movement of cars or grain is contrary to the commercial interests of the country and cannot long be tolerated. Shippers' organizations still have much to do in the line of removing transportation fetters from their business and it behooves them to demand relief systematically and persistently, else their needs will not be known.

BAILEE'S LIABILITY FOR FARMER'S GRAIN.

Country elevator men who store grain for farmers should issue a formal receipt for each lot received and if a storage fee is charged, it should be made large enough to cover cost of insurance on the grain stored. In many of the central and western states, farmers' grain is stored free of charge and without any understanding as to the liability of the elevator man for the safe keeping of the grain. It would be very unreasonable for a farmer to expect an elevator man who gives free storage to pay for grain destroyed by the burning of the elevator; yet a suit to collect damages for the loss would be nothing unusual.

The elevator man can escape all liability from loss by fire, wind, earthquake or other disaster causing destruction of the property by specifying in the storage receipt or in large notices placed about

his elevator, warning all owners of grain that it is "stored only at the owner's risk."

Illinois has a new law regarding warehouse receipts which will be put into force as soon as the state printer can print copies of it for circulation. Minnesota, where more regulations are provided for the country elevator man than in any other state, also has a new law legalizing warehouse receipts and prescribing the form published on page 115 of this number. No elevator man in that state would think of storing grain free of charge. The law provides for maximum storage charges and the elevator men collect them. Unless a good fee is collected for the service, few country elevator men can afford to spare storage room in an ordinary year.

By giving due notice to the bailor, elevator men can escape responsibility for farmers' grain in case it is destroyed or damaged by any cause other than bailee's carelessness. The notice, if given formally will forestall law-suits for damages, as well as preclude suits being successfully pushed.

DEDUCTION FROM SHORTAGE CLAIMS FOR SHRINKAGE.

Some time ago, the traffic officials of Western railroads agreed to deduct $\frac{1}{2}$ of 1% from all shortage claims for grain lost in transit. Since then shippers have protested most vigorously against such unjust exaction and the Iowa Ass'n succeeded in forcing a 50% reduction of the deduction from claims of this character, so that shippers of that Ass'n are now able to collect shortage claims to within $\frac{1}{4}$ of 1% of invoice weight.

The Tri-State Ass'n, on the contrary, brot suit for the full amount of a members' claim, carrier having acknowledged the justice of the claim by offering to settle for all except $\frac{1}{4}$ of 1%. Since the Ass'n brot suit, none of its members have been called upon to accept any deduction from their claims for shortages on account of the so-called "natural shrinkage."

Thruout the Southwest and in Illinois, grain shippers are still required to accept a deduction of $\frac{1}{2}$ of 1% before they can secure a settlement of their claims for shortages.

In "Letters From Dealers" this number is reproduced a letter from a member of the Interstate Commerce Commission to an Oklahoma grain shipper in which the commissioner points out very clearly that discrimination between shippers in this matter of forcing a deduction is clearly in violation of the law. The commissioner also offers to grant a hearing to determine the reasonableness of the deduction now made by carriers.

The variation in the amount deducted by Western lines shows very clearly that the railroads propose to exact all they

can from shippers. Those who refuse to be taxed for carelessness of carriers will have their claims paid in full, while those who submit to the extortion without protest will never get relief.

THE METHODS adopted by assessors of different sections of the country for arriving at the amount to assess grain elevator men are in deed unique and unfair. The Supreme Court of Nebraska has just vacated an opinion it rendered last year and held that "the state board of equalization is not authorized to adopt rules for the government of assessors which require the assessment of property of individuals in excess of its value." Under a rule promulgated by the Board a grain dealer of Harlan county was assessed at \$1,000 more than the actual value of his property and no doubt other dealers were also unjustly taxed. Evidently it behooves elevator men to confer as to the proper way to determine the amount upon which they should be assessed.

BUY CHAFF AT THE PRICE OF GRAIN.

In the early days of power threshing machines, little dirt was left in the grain, because the threshers were then hired by the day or job. Now they are paid so much a bushel for their work and naturally make no effort to remove the chaff from the grain. In fact, they are paid a premium for leaving it in; and then, the farmer expects the grain buyer to accept the stuff at the market price of grain.

The amount of chaff in each bushel of grain has gradually but surely been increased until the steal has grown to be a rank swindle. At first, discriminating buyers carelessly accepted the chaff and dirt at the regular price of grain, until the practice of accepting the foreign matter as grain has become a custom so firmly established that most grain buyers fear to start a war against it.

The abuse has grown to such proportions that the buyers must soon take some organized step to eradicate it. Either cleaners must be installed, screenings removed and returned to the farmer before the grain is weighed; the price must be reduced in keeping with the amount of grain actually delivered, or else the total weight must be docked for the dirt contained. There are a number of ways whereby the grain buyer can protect his bank account from chaff peddlers, but if no steps are taken soon, the new oats delivered at some country elevators will not weigh more than ten pounds to the bushel.

In some sections, the buyers insist upon taking 33 and 35 pounds of oats for a bushel, and judging from reports of light weight oats already received, even these buyers will have to increase the weight taken for a bushel, else they also will be buying gold bricks.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

ELIMINATE PARAGRAF 3.

Grain Dealers Journal: I think Paragraf 3 of the Uniform Bill of Lading, as published on page 31 of the Grain Dealers' Journal for July 10 should be eliminated. C. G. Freeman, Pontiac, Mich.

TAXED ON AVERAGE MONTHLY BUSINESS.

Grain Dealers Journal: We ascertain from our books our average monthly business for the year and this amount is returned for taxation. Yours truly, Frank Hubbell, Alpha, O.

NOT TAXED ON GRAIN.

Grain Dealers Journal: Our elevator is on railroad land and we pay taxes on it, but we are not taxed on grain or amount of business done.—I. B. C., Iowa.

RAILROAD'S DEDUCTION FROM SHORTAGE CLAIMS MUST BE REASONABLE AND UNIFORM.

Grain Dealers Journal: Since there has been considerable discussion in your columns relative to railroads unjustly insisting upon deducting 1/2 of 1 per cent from ALL claims for grain lost in transit, I submit some correspondence from the Interstate Commerce Com'n which I feel certain will prove of interest to your readers:

Ed J. Coyle, Esq.,
Perry, Okla.

Dear Sir:

Replying to your letter relative to deduction by railroads from amount of shortage claimed on certain grain shipments:

In your letter you complain of the practice pursued by the various grain carrying roads of requiring a deduction of one-half of one percent from the invoice weight of grain when determining the amount of shortage for the purpose of settling claims. It is your understanding that under the Act to Regulate Commerce this manner of meeting claims of grain shippers is forbidden, and you desire to know whether it would be a violation of the law to allow the railroads to deduct this one-half of one percent from the gross weights before determining the amount of shortage in your shipments.

A copy of the Act to Regulate Commerce is herewith enclosed. You will note that it does not directly provide any rules for settlement of claims for the loss of goods or injury to goods. It does impose upon the interstate carriers, however, certain rules for their dealings with shippers. It provides that there shall be no discrimination, and it also provides that the charges and practices of the railroads shall be reasonable.

It appears therefore that the rule adopted by the carriers for estimating the shrinkage in grain must be uniform for all shippers under like circumstances and conditions. It also provides that it must not be oppressive or unreasonable.

It is my understanding that this deduction of one-half of one percent is imposed upon all shippers alike. If it is not then a complaint for discrimination would be in order. I do not understand, however, that you complain of any discrimination in this regard.

Whether the amount of loss of weight by the natural shrinkage of the grain is equal to one-half of one percent, or greater or less, is a matter on which I am not informed. I can only say that if you can establish by proof that this is an excessive

and unreasonable deduction the Commission would receive your complaint and give your case a full hearing. The carriers also, of course, would have their day in court and the effort of the Commission would be to determine what is exactly fair to all concerned.

Very truly yours,

Franklin K. Lane.

I believe shippers can knock out this unjust deduction if they will agitate the subject a little and work together. Hoping others will give their views, I am, Ed. J. Coyle, Perry, Okla.

New Grain Tariffs Filed With Commission.

A new tariff governing the allowance for unloading at Kansas City, Mo., or Armourdale, Kan., and transfer at St. Joseph, Atchison, Leavenworth, Elwood, Omaha, South Omaha and Council Bluffs has been filed by the Rock Island. The *Traffic Bulletin* also reports the filing of Missouri Pacific tariff No. 201 on elevation charges on grain and seeds at Atchison, Kan. The Missouri Pacific will pay cost of transfer not to exceed 3/4 cent per 100 lbs. on shipments over rail of this company to Mississippi River points or beyond, or to points in Arkansas, Louisiana, Texas and Mexico, provided no previous payment for similar service at same point has been made thereon. The allowance so paid will run to elevators actually performing the service and not to individuals or shippers who do not own or operate elevators.

Milling in transit tariffs have been filed for stations on the C., B. & Q. west of Missouri River; B. & O. points; Rock Island points; Wilmington, N. C.; Atlanta and Milledgeville, Ga.; Janesville, Watertown and Milwaukee, Wis.; St. Louis and Carondelet, Mo.; New Braunfels, Tex.; and St. Francis, Ark.

Rules for sacking grain at Chicago have been filed by the C., I. & S.; and the same road has filed rules governing charge and settlement of expense for grain doors.

The Indiana Southern has made a rate on corn cobs to Indianapolis from Sinton, Ind., 4 1/2c, and from Switz City 4 cents, effective under the state law July 20 and under the Interstate Commerce law Aug. 10.

Clover seed after having a weak spell early in the week has rallied again. Some small longs were very anxious to take profits, sold out and caused October to break 9.20, but the biggest longs did not appear to have sold any; in fact, added to their lines on the break. Illinois is sending in some good crop reports while Indiana, Ohio, and Michigan are sending mostly bad.—J. F. Zahm & Co.

The condition of blue grass for seed on July 1 was 80 per cent in Kentucky and 77 in Kansas, an improvement in Kentucky of 2 per cent and a decline in Kansas of 9 per cent compared with June 1, as reported by the Dept. of Agri. While the condition in Michigan improved from 78 to 83 the crop went back in the other six leading blue grass states.

Exports of seeds during the 11 months prior to June 1 included 3,853,000 lbs. clover seed; 18,530,000 lbs. timothy seed; other grass seeds valued at \$382,000 and 5,553,000 bus. of flaxseed; compared with 2,264,000 lbs. of clover seed; 11,126,000 lbs. timothy seed; other grass seeds valued at \$215,000 and 4,267,000 bus. of flaxseed during the corresponding period of 1905-6, as reported by O. P. Austin, chief of the Bureau of Statistics. Imports of clover seed for the 11 months have been 21,837,000 lbs., and for May 945,162 lbs.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

CAN LOAD TWO TO THREE CARS PER HOUR PER SPOUT.

Grain Dealers Journal: In answer to Fred Hammond's questions, I would say under usual conditions 20 cars per leg may be unloaded in ten working hours with a track pit on each side of the leg as shown in Figure 1. I would recommend unloading cars onto a belt. Four is maximum number of receiving legs in length for a large terminal house. Cars must be broken if there are three or more legs 42 ft. center. I believe 50 ft. center spacing for receiving legs lengthwise of tracks is right. Two to 3 cars per hour may be loaded per car spout per track. Four car spouts lengthwise is enough for large terminal elevator. More cars can be loaded with four car spouts each on two tracks.

Arrangement shown in Figure 5 using belt conveyor is a poor one. Thirty cars may be loaded in ten hours with arrangement shown in Figure 5.

It takes 20 minutes to load 1,500 bus. of wheat into car from scale; prefer a Sandmeyer Spout; recommend a 2,000-bu. scale. Prefer tile tanks for grain storage because they are drier.—Supt. Iron Elevator & Transfer Co., Buffalo, N. Y.

PREFERS UNLOADING INTO PITS EACH SIDE OF LEG.

Grain Dealers Journal: Not having had any experience outside of the plant I am now superintending for the Peavey Elevator Co. at Kasota, Minn., it is doubtful whether my views in regard to questions asked by Fred Hammond in May 10th number of the Grain Dealers Journal will be of benefit to any one. The Kasota plant is however, one of the fastest handling elevators in the state of Minnesota, considering we have two unloading legs, and one loading spout. Our handling capacity is 30 cars in and 30 cars out in 10 hours, this being wheat, corn, oats, rye, and flax as it is shipped in from the country houses. Our business is not so much terminal, as that of cleaning, mixing, and preparing grain for terminal markets.

Referring to the questions: 20 to 25 cars can be unloaded in 10 working hours, with a track pit on each side of the leg. The same number may be unloaded when there are three track pits unloading on belt, and likewise if there are four track pits one side of leg, unloading on belt. Prefer to unload into pit on each side of leg. From 4 to 6 receiving legs can be used to advantage. As stated cars have to be broken if there are only two legs 42 ft. center, or 3 or more legs same center; 42 ft. or 44 is better for center spacing receiving legs. Thirty cars can be unloaded per car spout per track as shown in fig. 4.

Four loading spouts are enuf for a large terminal elctr. You can load more cars with 2 car spouts on 4 tracks. Have had no experience with loading from belt. About 35 cars can be loaded with arrangement as shown in fig. 5. It takes 15 minutes to load a car with 1,500 bus. of wheat, faster work is not practical. Prefer bifurcated spout for clean grain;

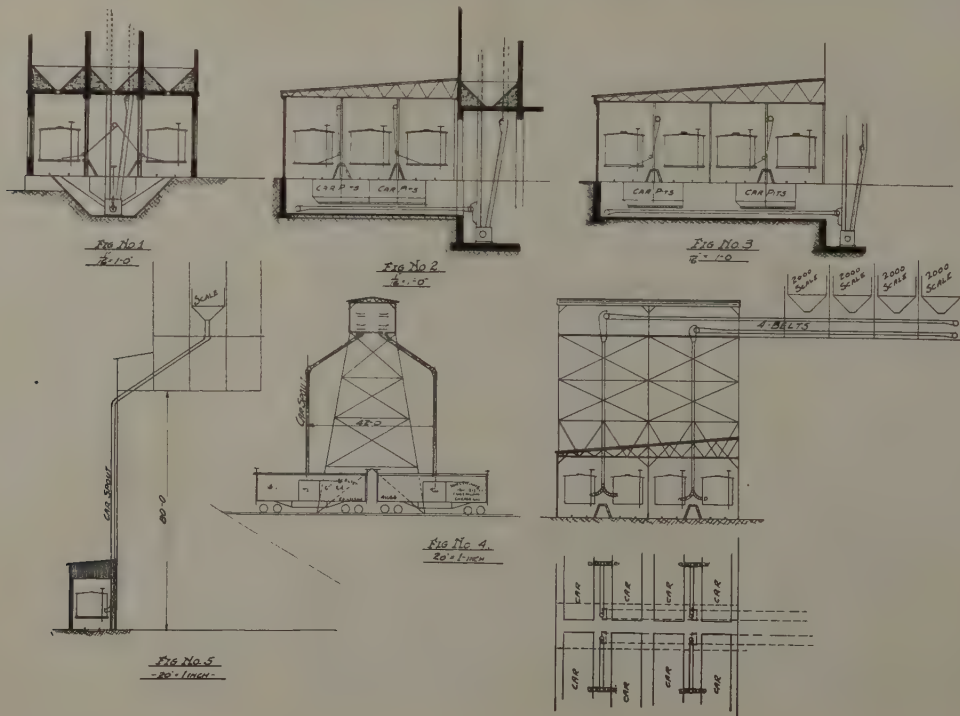
flexible for dirty; brick for tank storage. In ten years experience with steel tanks I have seen all grains stored from 5 to 8 months without showing the least degree of dampness.—Ed. Christensen, Supt. Peavey Elevator Co., Kasota, Minn.

PREFERS UNLOADING TO BOOT RATHER THAN TO BELT.

Grain Dealers Journal: The writer will be as interested in replies submitted to the questions of Mr. Fred Hammond as the gentleman himself; and being so, contributes a share of the information desired according to specification. Fifteen cars averaging 1,000 bus. per car can be unloaded in ten hours at each leg, of normally free running grain comprising not too many grades, so that delivery to bins or shipping belts may be expeditiously performed direct from weighing hoppers, in a house not equipped with garners above the scales.

Unloading into track pits direct to foot valve of leg is assuredly to be preferred to the conveyor belt. Six legs in a row is the maximum number of receiving legs. Cars do not have to be broken if receiving pits are wide enough lengthwise of track. Spacing for receiving legs lengthwise of tracks is dependent on length of cars, bull-nose to bull-nose (average length).

It takes from 12 to 15 minutes per thousand bushels to load a car of wheat. Prefer a single end flexible spout. You may ascertain how many bushels per hour can be carried on a 24" belt conveyor by weighing or measuring quantity carried on a troughed foot. I would recommend a 96,000 lb. scales with 2,000 bu. weighing hoppers. Steel for storage tanks seems to commend itself for many reasons, at least for lining grain storage bins or tanks.—A Penn. R. R. Supt.



VIEWS OF EXPERIENCED OPERATORS.

Grain Dealers Journal: To queries of Mr. Hammond in the Journal May 10 as far as my experience goes, you can unload 3 cars per leg per hour under conditions shown in Fig. 1. I prefer the pits discharging directly into the leg. The more machinery the more liability of delays. I would recommend a six-leg house for economic work.

Our smallest house is four legs. We have to break cars every setting.

I would recommend 39 ft. for center spacing receiving legs. Five cars can be loaded per car spout per track as shown in Figure 4. I would recommend as many loading spouts as there are receiving legs. I have had no experience with four track house, and have only used the straight drop from scale for loading cars. You can load a car with 1,500 bu. of wheat in ten minutes. I prefer the bifurcated spout for loading cars. A 36-in. belt will carry from 25,000 to 30,000 bu. per hour. I would recommend scales to weigh 100,000 pounds.—Canadian Supt.

UNLOADING ON BELTS NOT CONSIDERED GOOD.

Grain Dealers Journal: In regard to questions in May 10 Journal concerning a large terminal elevator, we can say from 30 to 35 cars may be unloaded in 10 hours with one leg and two pits as shown in Fig. 1, cars ranging from 1,100 to 1,500 bu. each.

I do not consider unloading on belts with 3 or 4 pits at all for you can only let one load go at a time. I prefer the old way. Three or 4 legs are plenty for unloading with pit on each side of leg. It is often necessary to break cars at 42 ft. centers but would advise at least 43 ft. centers. Fifty to 60 cars can be loaded per spout per day. I would have as many spouts for loading out, as cars can be unloaded; not less than 3. I would prefer loading out all cars on one track if possible.

Don't think loading out on belt conveyor a good plan; think you can load very nearly as many cars direct from hopper scale or shipping bin, on a 40-in. belt running 800 ft. per minute. You can drop out 1,500 bu. grain in 7 to 8 minutes with a Sandmeyer Spout, loading both ends of car at once, with a proper fall. That is the kind I prefer. Not less than 2,000-bu. hopper scales should be used. I would prefer concrete storage tanks. If they are properly built they will stand forever, without settling, painting, or damage of any kind.—Superintendent Dixie Elevator, East Bottoms, Kansas City, Mo.

MUST CLAIMANT SURRENDER VOUCHERS IN FILING CLAIM?

Grain Dealers Journal: I shipped a car of merchandise and gave shipping bill for same, certifying that the car contained a specified weight. I also showed on the bill that the tariff rate is 32c per cwt. The railroad weighed up the car and collected freight at destination on 3,000 pounds more than the car contained, and also collected on a 35c rate, or 3c per cwt more than the tariff rate.

The carrier already holds the shipping bill and the way-bill or manifest from which the freight expense bill was made. The shipping receipt and freight expense receipt are my vouchers for the freight overcharge and is as much my voucher for the claim or account against

the carrier as a note which I hold against a debtor is my voucher for claim against him.

In presenting a claim against the carrier for overcharge is it necessary or businesslike for me to surrender the B-L and E-B, which are the evidence of my account and are MY VOUCHERS, to the carrier pending adjustment? It is the custom of the carrier to insist on surrender of claimant's vouchers before the carrier will investigate the claim, altho such vouchers are unnecessary for the investigation and useless to the carrier, except that if the claimant was allowed to retain his vouchers he might become impatient and bring suit for collection. Yours truly, C. G. Freeman, Pontiac, Mich.

IS IT SAFE TO STORE NEW OATS?

Grain Dealers Journal: Will a reader of the Grain Dealers Journal please inform us thru its columns whether it would be safe to store new oats as soon as harvested; and whether there will be any danger of the oats getting black or out of condition? We have had no experience in this line.—N. C. Droge, Council Bluffs, Ia.

HOW DO ASSESSORS ARRIVE AT TAXES?

Grain Dealers Journal: A little investigation has developed the surprising information that owners of grain elevators located on railroad land are not taxed on their bldgs. We would like very much to learn how they escape and will appreciate a clear explanation. We are taxed heavily on our old shack, but our firm pays no personal tax, in fact we have never been asked to render a statement of our business.—H. & M.

CARRIER'S LIABILITY.

Grain Dealers Journal: Can the Journal cite any ruling by the courts or by the Interstate Commerce Commission covering the question of the liability of the initial road in cases of loss? If the load was weighed at the terminal of the initial road and showed no loss; but the outturn weights showed a loss would the initial road be the responsible party, and should a claim for loss be filed with it?—Thos. O. Shea, Madison, Neb.

Ans.: The general principles governing the liability of the carrier under the common law do not apply when the shipper has signed a bill of lading that limits the liability of the initial carrier. In the case of Glazer v. Old Dominion S. S. Co. the Supreme Court of New York, 103 N. Y. Supp. 112, decided "Where a B/L authorized the initial carrier to deliver the shipment to another carrier if the destinations were not on the initial carrier's line, the initial carrier was not liable for loss of the goods after delivery by it to a connecting carrier." The rule is best stated in the decision by the Supreme Court of Georgia, in the suit of the Southern Ry. v. Waters & Co., 54 S. E. 620, thus: "When there are several connecting railroads of different companies, and the goods are intended to be transported over more than one, each company is responsible to its own terminus before delivery to the connecting railroad; and the last company which received the goods as 'in good order' is responsible to the consignee for any damage, open or concealed, done to the goods, and the companies must settle among themselves the question of ultimate liability."

Iowa Grain Dealers Meet at Omaha.

Geo. A. Stibbens, pres. of the Iowa Grain Dealers Ass'n called a meeting of southwestern Iowa grain dealers to order at 2 p. m., Wed., July 24, in Omaha, Neb. There was no formal program arranged and most all that was said emanated from the President and Geo. A. Wells, sec'y of the Iowa Ass'n.

E. J. McVann, sec'y of the Omaha Grain Exchange was introduced by the pres., who said: I want to say without any fuss or feathers that we're glad to have you here, and we desire to extend to you all courtesies possible. We are sincere in offering you our hospitality and hope you will be glad to come again.

Pres. Stibbens: The purpose of this meeting is to get you to become members of the Ia. Gr'n Dirs. Ass'n. It is not the purpose of the Ass'n to control prices or anything of the sort, but to promote the interests of the dealers in other ways. At the Iowa state meeting we adopted a resolution to become a corporation under the provisions of the new Iowa law, and we want this Ass'n to be recognized as a legitimate Ass'n. Aside from the many other things we have done for you we have organized a Fire Insurance Co. which Mr. Wells will tell you more about. I believe it is not necessary for us to control prices to do lots of good. Let us become acquainted, each member meeting his neighbor. In this way much good will be done.

Geo. A. Wells: It was suggested that we had a good deal of nerve to come to Omaha to hold a meeting and that we came here to get a reputation. I will say that we didn't need to do that for we have a reputation at home. A certain man now in the legislature by the name of Stillman wanted to go to the legislature so he promised the good people that he would fix the grain dealers Ass'n. He said he had studied the anti-trust laws thoroly and that he could fix us. I noticed he didn't frame a law that would fix the grocers who advertise in his paper, but who have a wonderful way of paying the same price for produce. Anyway I want to take issue with Stillman and say that not all of the criminals are in the grain business.

There are all kinds of abuses in the trade and there is nothing to prohibit dealers from doing business in the right way. There is no law against friendship, which is a right that the Good Book gives to us and no law can take away that right.

Mr. Wells then proceeded to read excerpts from his report printed in the July 10 issue of the Journal.

At the conclusion of Mr. Wells' remarks Mr. Stibbens announced that if there were no remarks to be made or questions to be asked the meeting would adjourn.

Adjourned.

Convention Notes.

Nve-Schneider-Fowler Co. furnished cigars.

Iowa dealers present were: Geo. A. Stibbens and Geo. A. Wells of the State Ass'n; E. L. Donner, Malvern; G. M. Gwynn, Essex; G. L. Gwynn, Shenandoah; E. C. Kayton, Strahan; W. H. McGargill, Imogene; J. M. Munsinger, Des Moines; F. McBride, Hamburg; Jos. Norton, Creston; S. T. Rhode, Randolph; C. H. Harris, Bartlett; J. U. Reesy, Minden; I. W. Shambaugh, Clarinda; W. G. Sherman, Riverton; Fred Tanke, Avoca; E. H. Van Schoick, Elliott.

Fifth Annual Meeting of Miami Valley Grain Dealers' Association

The fifth annual meeting of the Miami Valley Grain Dealers Ass'n was called to order by Vice-pres. J. W. Simons, in the Algonquin Hotel, Dayton, O., at 10:30 a. m., July 10. The meeting was a "hot" one from start to finish. Literally hot, because the sun poured its fiercest rays into the "Sun" parlor; metaphorically so, because every paper read was first-class, as a perusal of them will reveal. The discussions were animated and to the point. The meeting produced results as these columns will show for the sack bugbear was settled, so far as the Miami Valley dealers are concerned.

After the reading of the minutes of the last meeting Secy M. W. Miller read his annual report as follows:

Secretary's Report.

We have met here to-day in our annual meeting to renew our acquaintance with one another, to strengthen the bonds of friendship, and to endeavor to put our Ass'n on a more effective basis. There are few in the trade to-day who do not recognize in a general way at least, the benefits of organization, and while our local Ass'n has not been active, during the past year, yet the fact that we have had a good working Ass'n three other years and thru it have got well acquainted with one another, and found our competitors were not such bad fellows, the influence of our Ass'n has been felt all thru the year's business. While we have had our local disturbances, as we always will have, the dealers in our territory have worked thru out the past year with very little friction.

We should get together oftener, and by getting in closer social touch with one another, increase our mutual respect for one another and by a thoro acquaintance and friendship gain such confidence in the integrity of our competitors that when some trouble monger attempts to stir up discord among us we will either have confidence enough to believe that there is no truth in the story, or at least will talk the matter over with the accused neighboring dealer. Matters are thus adjusted without a serious fight, and often loss to the dealers concerned, and not only to those immediately concerned, but to all dealers who come in touch with them. Thus thru a close acquaintance such as we would get in frequent meetings, we would come to know our competitors well, and knowing them well, the power of those who would stir up strife among us will be lost.

I believe it would be well along this line of getting better acquainted, if during the summer or fall selecting a time when all could easily leave their business, for the Ass'n to arrange a picnic or excursion at or to some attractive place in which the members and their families could participate.

Monthly crop reports: It appears to me that a great deal of good could be accomplished and the members be prepared by fore knowledge for a more intelligent handling of crops if some system of monthly reports to the Secretary on local crop conditions could be arranged; such as acreage sown, during the seeding time, progress of the crops from month to month, yield and quality of grain harvested, how grain grades in the different markets, and in fact all information of value to the trade from each dealer. If such reports as these could be sent to the Sec'y at a certain time each month, the information thus obtained could be compiled and sent to all our members in the form of a crop report.

The benefits resulting from our affiliation with the Ohio Grain Dealers Ass'n and the Ohio Shippers Ass'n, have been demonstrated a number of times during the past year, notably in having the time at which the higher grain rates were made effective, extended from April 1 to May 1, and as on the first of April most of our elevators were well filled with grain which we had been unable to ship out by reason of the car shortage up to that time, the extended time for the old rates saved the dealers hundreds of dollars. What would have happened had there been no Ass'n ready to take the mat-

ter up at once and make the fight? You can all easily imagine. Our worthy Brother Grant McMorran represented the Miami Valley Association at the meeting with the traffic officials at Chicago which resulted in the extension of time for the old rates.

Agricultural Specials: Part of our territory through the efforts of the Ohio Grain Dealers Ass'n, has been benefited by an Agri. Special train which was run over the B. & O. and Pa. Lines, during April, and as the trip was a very successful one and will undoubtedly show results in the territory gone over, we can reasonably expect that other trains of this description will be run thru the other parts of our territory, and the result of these trains can only be what we as Grain Dealers most want, larger yields, and a better quality of grain.

Support State Ass'n: Our Ass'n should give active support to the Ohio Grain Dealers Ass'n, and the National Grain Dealers Ass'n, and by a united support give the officers of these Associations the ammunition with which to make these fights which are so beneficial to all in the trade.

In serving you as secretary during the past year, the only complaint I have to offer is that you have not given me enough to do. I trust that the result of this meeting will be that my successor will not find time heavy on his hands during the coming year and that he may be able to accomplish results which will give every member of the Miami Valley Grain Dealers Ass'n a big return on his membership. I hope that all will have a most harmonious and prosperous year, and that you will come to our next annual meeting feeling that your affiliation with the Miami Valley Grain Dealers Ass'n was one of the most pleasant and profitable moves of your business life.

Financial Report.

Received from members during year.....	\$185.00
Paid over to Treasurer.....	\$185.00
Paid by orders drawn on treasurer—	
For General Expenses.....	\$ 49.75
For Postage.....	18.50
For Telephone Toll.....	8.25
Total	\$76.50

C. N. Adlard then read his treasurer's report which corresponded with the financial report of the sec'y.

John Duncan: I want to report that brother Oliver Stanage Brecount, junior member of the firm of McMorran Bros., St. Paris, died last night from injuries received while setting a car. He was a wide-awake, energetic young man, who has left a wife and two small children to mourn for him. I believe this assemblage should take some action and pass resolutions of respect.

M. W. Miller: I move that the subject be referred to the Resolution Comite. Motion carried.

The following Comites were appointed:
Auditing: Ben Herr, Troy; Frank Marks, Botkins; L. G. Shanely, Pemberton.

Nominating: H. W. Kress, Piqua; O. T. Rozell, Troy; Rube Landaman, Piqua.
Arbitration: Geo. Allinger, Sidney; E. E. Nutt, Sidney; Chas. Patty, Pleasant Hill.

Resolutions: E. T. Custenborder, Sidney; Joe Coppock, Fletcher; Joe Wolcott, Conover; John Duncan, St. Paris.

Sec'y Miller then read the report of the Comite on By-Laws appointed at the last meeting.

E. E. Nutt: I move that we postpone consideration of the report until the afternoon meeting. Carried.

Comite on Loaning Bags appointed at last meeting was then called upon to report, but E. E. Nutt, chairman, said it was not yet ready to report. A general discussion then ensued.

Loaning Bags.

E. E. Nutt: The custom of loaning bags is one that grain men have indulged in for a long time, with regret. I presume that all are opposed to it, but they are like the man who caught the bear, they don't know how to let go. At our last meeting a comite was appointed to devise ways and means to quit the sack loaning business. I believe as Horace Greeley said, "The best way to resume is to resume." That's what I think about the sack question. The best way to quit is to quit. I know that in some parts of the country the farmers will not take bags. They make provisions to get their grain to market in wagons loose. A short time ago I had occasion to thresh some oats and I went out among the farmers and in two hours had wagons enough to haul 1,000 bu. of oats to town. I think we should quit the loaning business.

Sec'y Miller here interrupted the proceedings long enough to say that his son would pass around among the auditors present and distribute dinner tickets. It didn't take him long to say it, but the announcement provoked much cheering.

Wes Hardman: Boys, I want to say to you we ought to quit loaning sacks. I have only bot 500 since we met at our last meeting. I have told my customers so many times I haven't any grain bags that they have become accustomed to hearing that and so get wagons, and when they haul me their grain they can dump quickly and save time. I think the Ass'n should not tolerate the loaning of bags. I believe it's an easy matter to get out of the sack business. Just quit.

C. N. Adlard: I don't see how it is possible to keep from loaning bags to the farmers; they expect them and wudn't know how to get along without them. I am in favor of stopping it if a suitable way can be devised that will not work a hardship to the farmer.

H. J. Allen: I think the farmers are entitled to some notice before we quit. However, I am ready to quit when my competitor does. This question has been too much of a bugbear to us. We can stop loaning if we will. I believe before we decide to stop short the farmer should have due notice. I think the matter should be left in the hands of the executive comite.

M. W. Miller: As I understand it, it is not the purpose of the members of the Ass'n to stop now, but about the first of next year.

Geo. Leggate: I lived in Kan. 10 years where I was in the milling business and I never loaned a bag to the farmers. They didn't expect it. However, some of the operators are not fixed so they can dump all kinds of grain and such action wud be hard on them. I am not fixed to dump wheat at my station. I believe we should quit loaning and sell our sacks to the farmers.

John Duncan: I believe there are enough sacks in the hands of the elevator owners and farmers to handle the coming crop without buying new ones. If we resolve here not to loan the farmers any more sacks and they hear about it, it's a sure thing that by next Jan. none of us will have any. Let 'em have them. They'll get them any way. I am in favor of fining any man who buys any more sacks.

Wes Hardman: I got out of grain bags and cudn't loan any more so my customers went to my competitor and borrowed sacks and I paid them 10 more per bu. for their grain, and I got it in the other fellow's sacks.

Sec'y Miller then read letters from McMorran Bros., who regretted their inability to be at the meeting on account of the accident to Mr. Brecount; A. B. Beverstock, who had to be in Marion at a similar grain meeting; and J. F. Courcier, who was unable to attend on account of the depletion of the treasury of the National Ass'n.

Adjourned for dinner.

Afternoon Session.

Immediately after the opening of the afternoon session the By-Laws were adopted as previously read with the exception of article 10, which provided that no grain dealer who was not a member of the Ass'n could attend meetings of the same.

Auditing comite reported it found accounts of Treasurer Adlard correct.

Nominating comite reported as follows: Pres., J. W. Simmons, Pemberton; Vice-pres., Joe Wolcott, Conover; Sec'y, M. W. Miller, Piqua; Treas., C. N. Adlard, Piqua; Member of Governing Board of Ohio Gr. Dirs. Ass'n, Wes Hardman, Cable. The sec'y was ordered to cast a unanimous vote for the convention in favor of the nominees.

Since the By-laws of the Ass'n provided that a Governing Board shall be appointed by the pres. immediately after his election, Pres. Simmons proceeded to do so as follows: Joe Wolcott, Miami County; E. T. Custenborder, Shelby County; John Duncan, Champaign County; Frank Felger, Logan County; Elmer Sheets, Clark County.

J. E. Wells read a paper on How Can We Make Our Organization More Effective?

How to Make Our Ass'n More Effective.

I think the main success of our Ass'n is learning to have confidence in our neighbor dealers. Just think of the existing condition of our dealers when we organized a few years ago. We were afraid to speak to each other for two reasons: First, we were mad at our neighbor because we were fighting, and we thought he was causing us to lose money and did not care to talk the matter over.

Second, we did not want to be friendly because we were afraid our farmer customers would know it and we would incur their ill-will.

We finally succeeded in overcoming these fears and after formulating our organization we found our neighbor to be a pretty good fellow, and learned that he had rights to be respected as well as ourselves. You see we lacked confidence in each other and

after we learned to take our neighbor dealer's word more than that of Mr. Farmer, we gained each other's confidence and found it advantageous to both.

How Benefitted. Now, let us look and see if we have been benefitted by this organization. I say "Yes," in many ways, don't you? You all know that our Bank account has been increased and that our elevators, which we would have been glad to have disposed of at 50c on the \$1.00 are now worth 100 cents on the dollar.

Uniform B/L. Second, look what we have done as an affiliated Ass'n on the Uniform B/L. We would have had to pay 20% more freight or release the Railroad Company from responsibility of the shipper. Our Shippers Ass'n has accomplished much in the way of having the car service reduced, and last but not least, it was thru this Ass'n and others, that we succeeded in having the advance of freights extended 30 days. The original advance was to take place April 1, but thru the efforts of the Grain Dealers Ass'n, it was postponed until May 1.

Now, Brother Grain Dealers, had we not been united, would the railroads have listened to us as individuals? We must say "No," for the old saying "In union there is strength" is still true.

If we do not get together and exchange ideas, the plans could not be formulated, whereby we might put our forces together against the impositions of the railroads or any other combinations that might appear and attempt to take advantage of us.

One of the prime evils against which we have to guard, is the disposition to lose interest in our Ass'n work after a few of the most harassing evils have been attacked. We are inclined to overlook the fact and allow ourselves to become indifferent. In a short time we are back in the old rut from which we had previously and successfully striven to emancipate ourselves.

Brothers, let us not take advantage of our neighbor because if we do he will find it out and retaliate and the result will be a fight. Just stop and think a moment. Perhaps your neighbor did not take any advantage of you, but you have listened to some farmer's talk or have imagined you were wronged. Now, instead of starting a fight, go to your neighbor and talk this over with him. Do not think you must buy all the grain, for remember, your neighbor must live, and trade will adjust itself so that each will get his share. If you listen to Mr. Farmer's talk, and think your neighbor has done you wrong you will both lose money, and worst of all, you lose each other's confidence, while the farmer sits back and laughs. It will be the old story over: The farmer will get the egg and you and your neighbor will have the shell.

Get Better Acquainted.

Henry Allen: A great many of our members seem to have been imbued with the impression that the only way for our Ass'n to succeed was to manipulate prices. We must not think of such a thing for we lay ourselves liable to consequences

of the law. These meetings have an educational value that will work wonders for us if we will let them. If you will attend each meeting regularly you will, I am sure, feel repaid and more for what it costs you.

We need to regulate our business in certain ways and whatever we need we can accomplish together. If you do no more than help the state and local Ass'n you have done something worthy of emulation. Now what can we do as a whole and thereby benefit ourselves individually? We know what we can do when we meet. We become acquainted with one another, become more friendly, for each yields something here that we would not at home in trying to regulate some abuses.

The vital point is—we should get better acquainted, thus establishing our honor, rights, integrity and the financial success of our business. There are a lot of things beyond the question of price. Price regulation means so much that in an attempt to control we are liable to become estranged; to do so much that will create ill feeling. But we can do together what we cannot do apart. The point is—Do you want to maintain your Ass'n, winning the knowledge and confidence of each other and promote your interests together?

E. A. Grubbs: The Western Ohio Ass'n has had two or three small meetings. Things are running along about as usual with us. I believe all members realize the good work we are doing. But the best thing we have done was to STOP LOANING SACKS. (Cheers.) That is certainly worthy of applause. Everybody north of Greenville has stopped loaning and none of the dealers are buying new ones. Out of 63 houses only 6 in our territory have bot new bags. I am glad to see so many of you out. I believe you are interested in the good work.

H. L. Goemann spoke extemporaneously on Rate Discrimination and the Remedy.

You will find by looking up the last action taken by the C. F. A. that it has provided for a 2c cwt. advance on grain in this territory. The rate from Buffalo to Pittsburg has been reduced. On account of the readjustment by the C. F. A. your rate has been changed from 11c to 12c. The Ass'n has discontinued its method of making rates by percentage method according to distance thus unduly



Miami Valley Grain Dealers at Dayton, O., July 10, 1907.

advancing some rates while others have been reduced. Under the present ruling Chicago has a decided advantage at terminal markets. We want the proportional rate and object to the 2c reduction in the west. Our complaint before the Ass'n was: [See Grain Dealers Journal June 25, 1907, page 736.]

The farmer is making a kick on this advance because he believes that he is being beaten out of $1\frac{1}{4}$ c per bu. If this is not changed he will find some other method to dispose of his grain as for instance they have just learned how valuable oats are for pig feed. At one station where 300 cars of oats are usually shipped to market they are now all being tied to stock.

I don't think the C. F. A. will take up our fight. We've got to show them we're getting hurt. We've got to act, and on a business basis. We know this territory is being discriminated against. We've got to study this out, and prove to the C. F. A. that the old rate was more equitable so we can compete with other markets. I object to rates being raised just at the opening of navigation and I would like to see some action taken by this Ass'n in regard to the matter. I can see how none of you yet have felt the advance, for the grain movement has been light since it took place, but when we get back to normal conditions you will feel the effect of the difference in rate.

Frey Mayer read the following address on agricultural specials:

Agricultural Specials.

Iowa, I believe, is the first state in which Agri. Specials were run. They have them out there every year covering almost the entire state, giving lectures and other information to farmers that surely has been of much benefit. Many of the other states have Agri. Specials, but Ohio has been slow, and the first one in the state was run last December followed later by two more. It was my good luck to be on these three trains, and if I remember rightly, something like 9,000 farmers were addressed. Our party consisted of Prof's from the Agri. College of Columbus and the Experimental Sta. at Wooster, together with several railway men and grain shippers. It was hard work for all, as any one can testify who made a part of the trip with us.

However, the farmers were very much interested and at many stations the attendance included ladies and children. The speakers tried to impress upon the audience the fact that Ohio could raise more and better corn, also alfalfa clover, if the farmer would be a little more careful in the selection of his seed corn, and taking care of it later. One of the first things we tried to impress upon the farmer was the fact that the Agri. Special was not an advertising scheme; that we were not selling anything, nor introducing any particular kind of seed, and I believe we had their confidence from the start.

We were out three days on the first trip, starting the day after Christmas with the thermometer below zero, and at the first stop we did not have very many people, so of course we all felt rather chilly. A little further on, however, the crowds were waiting for us, and I want to tell you it tickled the boys to see the farmers at the station waiting the arrival of the train. The first train was on the Cincinnati Northern, and we covered that road quite well. The next was on the E. & O. S. W. where we drew large crowds, and the last one on the Pennsylvania. Of course you understand that we run on schedule time, and in order to reach stations on schedule we were obliged to run as high as 80 miles an hour, but we did not care. We were out trying to do good, and you know how fast he can talk.

The Specials did a lot of good, but of course it takes perfect weather and a whole lot of other things to make a perfect crop. We have had such a peculiar and backward season this year with much rain in certain sections that some farmers were glad to get any old kind of corn planted, no matter whether it was Yellow Dent, Leaming or Bloody Butcher, and of course you can't blame them.

Prof. Foord and Mr. McIntire are well posted on the matter of corn production,

and their talks were well received, likewise those of Prof. McCall on Alfalfa.

Chief Inspector Culver of Toledo spoke more about the quality of corn, and at many stations was obliged to scold the shipper because of the poor condition of his cribs, or the fact that he had no covering on them, allowing the corn to get soaked with rain, snow, etc.

Shippers are somewhat to blame for the farmer not trying to raise better corn and to take care of it after it is cut, simply because you pay the same price for all kinds. What inducement is there for the farmer to bring in a lot of perfect corn? You don't pay him any more for it than if he brot in a load full of rotten cobs. I think if you would make a difference in the price the farmer would take more pains.

I believe also in Corn Shows, because the more corn you gentlemen handle the more money you make, or the more you should make, and that is what we want. More business for you, more business for the railroads, and more money for the farmer. I hope there will be more Agri. Specials in Ohio. I think another car should be added and lectures given on wheat and oats. The railroad companies are getting interested, and with a little pushing on the part of the Agri. Colleges, the Ohio Grain Dealers' Ass'n and individual shippers, we can have more of these trains.

J. W. McCord, sec'y Ohio Grain Dealers Ass'n, read an address on Grain Dealers and Railroads from which we take the following:

Grain Dealers, and Railroads.

Your Secretary commanded me to appear before you and talk to you about Grain Dealers and Railroads. I never refuse to obey orders; as it is the first and greatest duty of a true loyal soldier to obey orders. He did not instruct me as to what line of that I should follow. I presume, however, that you, as yourselves, would like to have me tell you of all the good and commendable traits of the Grain Dealer, and of all the short comings of the Railroads.

As to the Railroads, I am not here unduly or in unwarranted manner to criticize them. They have no doubt had a good and plenty drubbing during the past two years, so much so, that it is a difficult matter to know just who is responsible and who conduct their affairs. Shippers, receivers, railroad employees' organizations, shippers ass'n's, Congress, the several general assemblies of the different states, the Press of the country, and, more effectual than all the factors, our own "Teddy" all seem to have a large share, directly and indirectly, in the administration of their affairs, or at least in contributing to the cause that has produced vastly improved conditions to all.

This is, perhaps, as it should be, as the evils sought to be corrected justify any and all fair means. As the railroads are common carriers enjoying right of Eminent Domain, the fullest protection of the law of the land, State and Federal, the public have a perfect right to mould conservative opinion, and formulate reasonable rules and regulations to govern the administration and operation of the machinery to move the vast traffic of this country, which has reached proportions far beyond the comprehension of the average business man. The income of all the roads of the United States in 1905 amounting to \$2,112,197,770.

There was a time not long since when it was considered by railroad management, that railroading was no longer an experiment, and that all factors and conditions had reached a high degree of perfection. The patrons, the shipping and receiving public, evidently were not firmly of that opinion. The abnormal and unprecedented increase in traffic due to the prosperity of the country during the past few years has been such as to demoralize and in great measure defeat all ordinary provisions and plans of the carriers for the handling of the business.

Railroading today may be said to be again in an experimental stage; new plans and new methods are necessary, to meet and provide for new conditions; conditions that were not considered probable, or even possible ten years since. Congress has wisely taken a hand, and by judicious and fair legislation has made it possible for both carriers and shippers to protect themselves to the full extent of their rights.

Under the law, the Railroads can now protect themselves from each other, their once greatest enemy.

When men of such prominence in the Railroad World as Mr. Ingalls and E. F. Yockum publicly take the position indicated by their utterances, showing that

they do not hold the "Public be Damned" policy, but express a willingness and desire to meet the public, the people, to whom the railroads owe their corporate existence, half way, and reiterate the fact that the people have at least some rights in the premises, it indicates to my mind that the day is breaking for the shippers of this country, who will soon come to their own and receive their just, fair and equitable rights at the hands of the carriers.

And what has brot this about? It certainly cannot be attributed to the innate love of fair play and loving kindness of the railroads toward the shippers. Past experience positively disproves anything of that kind. It has been accomplished by what these gentlemen are pleased to term "agitation."

Greatest Menace: There was a time when the greatest menace to capital invested in railroads was of, and within themselves; and the public paid the cost. All control exercised under the existing laws, is to the end of protection and fair return on the capital invested, and to the defeat of stock jobbing, amassing of tainted fortunes by manipulation and illegal methods, to the guarantee to patrons that only a fair, just and reasonable charge shall be made for the service performed.

It is true, we have not reached perfection, there is much yet to be done; and that much that has been accomplished has been crudely done and needs to be smoothed and rounded out. The underlying principle, however, a fair show, a square deal for every interest, has been the incentive and has dominated all action. And in the near future order will come out of chaos, and equity and harmony will prevail.

Relation of Grain and the Railroads. What should be that relation? I answer, it should be one of mutual confidence in every sense of the term. Neither can do without the other. Each should seek to build up, not tear down, or erect a barrier between themselves and mutual interests. The Grain Dealer accumulates the commodity to be transported; the carrier affords the means of transportation. Without the commodity to transport, the carrier would suffer; without reasonable means of transportation, the Grain Dealer would in measure cease to exist.

Lack of Equipment: During the past few years we have been confronted with the burdensome, and seemingly unbearable, condition of lack of grain equipment. Yet it must be apparent that grain crops of the country have moved in the past, and are still being moved in such manner as to supply the needs of the country fairly well. Our central markets of accumulation, our domestic trade, our interior consumer, have all been fairly well supplied. We have had no cases of actual suffering, want, or deprivation, for lack of cereal food stuffs.

It is true, that in many cases our dealers have suffered apparent loss and inconvenience by not being afforded a greater supply of equipment with which to move their accumulated stocks of grain and stock offered.

The carriers claim that they have enough equipment to move all business of the country, if moved gradually and as required by consumption. I do not agree in this claim, but am not so radical as to claim extravagantly. An increase of fifteen per cent would, in my opinion, be ample to meet present requirements. They claim that it would be detrimental to the best interests of all concerned to force abnormally the movement of twelve months into five or six, which is tenable.

Suppose the one thousand shippers of corn from the surplus corn counties of Indiana and Ohio had been afforded all the cars they wanted for shipment of corn during the months of November and December, '06, January, February, March, April and May, '07; had their requirements been filled, would a satisfactory market have been found? What effect would 20,000 additional cars of new corn have had on the consuming trade?

Scarcity a Blessing: Many of you, in looking back over the corn and oats business of the last crop, can honestly say that the scarcity of cars and consequently delayed movement, for many reasons was a blessing in disguise. We had a steadily advancing market on both of these cereals. Suppose we had moved them, say in double quantity. Prices would have been kept at a low level until all was shipped out, then when exhausted, prices would have been away up in "G," only a reminder, a teaser, a suggestion of what might have been, with no grain remaining for shipment. Some of you no doubt suffered loss, suffered annoyance, inconvenience, a curbing of the element of the market. A number were really benefited by the conditions as they existed. And, after all, it

is the greatest good to the greatest number that we must strive for.

There is one happy way commendable in your relation with the railroads. Give them a fair square deal, insist on a fair square deal in return. Insist on your rights, accept nothing less, ask for no more.

Advantage of Organization. You may say, what can one man do to protect his rights when transgressed by a strong railroad corporation? If he is a fighter, he, alone, backed up by the Interstate Commerce Commission, and the State Railroad Commission, can do much toward securing and protecting his rights. A better and more effective way, however, is to avail yourself of the strong position and powerful influence of an organization, an association having for its object the protection of the interests of all classes of shippers, and thru it seek redress and relief. The combined strength and influence, the strong position of a body of several thousand shippers, fortified by the available forces to which I have referred, will seldom suffer defeat, if the demands made are fair, just and reasonable. The history of the successful experiences of the Ohio Shippers' Ass'n in securing concessions, redress and relief for the shippers of Ohio, in both individual and general cases, is sufficient proof that we are not without a remedy.

Harry W. Kress read a paper on Uniform Grades as follows:

Uniform Grades.

The phraseology applied to different grades now in use at various markets is of such indefinite nature that it should be abolished. Such terms as "reasonably sound," "reasonably dry," "slightly musty" allow too much room for dispute. The percentage of moisture is the only practical solution on oats and wheat while for grading corn we must add the moisture test.

Almost all terminal markets have rules which differ from one another in the grading of grain. Their rules are supposed to be drawn up to meet their own requirements, and of course they tell us the shippers as well. I am thankful to know that it is not the shipper who favors such a condition, for it states him in the face as a constant menace when selling his grain. He is compelled to buy his grain from the farmer with only one grade in view which the grain dealer is forced to establish at his own station.

How many men at terminal markets have made a close study of conditions which surround the country shipper? I ask this question because I believe they have only a superficial knowledge of what the country shipper is up against. It is as well as good for them to advise the shippers to buy the grain from the farmer according to its quality, but put them in the same position with an investment of possibly \$5,000 in an elevator with competition surrounding them on all sides, I doubt whether they would practice what they preach. I say this because I am forced to establish his own grading because it is not practical for him to try to adopt a half dozen grades to suit the views of that many markets. The only way he receives his education in the grading of grain is by the success or failures he meets with when his grain is advised at terminal markets. This has proven to be the most costly teaching he has been forced to pay for, and under our present system is doing him an injustice. When he purchases his grain from the farmer he may have the grades of a certain market in view, but when he disposes of this grain he does what everyone else would do, in selling it to the highest bidder, which nine times out of ten is not the market he originally had in mind.

Some of our buyers today tell us that there is very little difference in the grades at our different markets. If this be the case, then why is it necessary for a buyer who is a member of the Buffalo market, when buying corn of Chicago to accept Chicago grades and weights as final? If these grades are so near alike, and these markets have confidence in one another, why is it necessary for the market selling its grain to be so insistent on its weights and grades being final? No matter how good a judge a shipper may be of grain he never will be able to insist on his grades and weights being accepted as final by any of our terminal markets.

We have not uniform grades because too much jealousy exist between the markets. Competition is another factor. It would also have a tendency to strangle the mixing business which now exists at some of our markets.

At the first uniform grade congress held in Chicago last Dec. a set of uniform grades were agreed upon and at that time it looked as tho we were to have the same

established. After this meeting there were fourteen markets who agreed to adopt the rules of the first congress, providing, of course, that the other markets would fall in line.

Last month a second congress was called by the secretary of the Grain Dealers' National Ass'n which was held in Chicago, and it seems from what I can learn that the good work accomplished at the first Congress was undone at the meeting held last month, on account of Chicago, New York, Baltimore and several other markets wanting the country to adopt uniform grades according to their own dictation. It is needless to say that those present refused to submit to any such proposition, so we are now no better off today than we were before.

Chicago to blame. What a shame it is to think that Chicago opposed a reform simply because it was not willing to adopt uniform grades which were declared for by the majority of our markets. Had Chicago been willing to meet the other markets half way and agreed to adopt such rules as would have been favored by the majority, I feel certain that uniform grades would have been adopted, but as it is we are now closer to Federal inspection than ever before, the credit of which belongs to Chicago.

M. W. Miller: I think we owe a vote of thanks to these gentlemen who have delivered such excellent papers and I move that we grant it by having everybody stand to their feet. Everybody stood.

The Bag Comite reported as follows:

Discontinue Bag Loaning.

WHEREAS, Many if not all of the regular Grain Dealers are fully convinced that the custom of loaning grain sacks to their patrons should be discontinued for various reasons of which the following are a few:

It is unjust, unfair and unprofitable to furnish unappreciative patrons with expensive grain sacks, many of which are never returned.

Therefore, Be it resolved, that it is the sense of this Ass'n that we, on or before January 1, 1908, discontinue the custom of lending sacks to any one.

The reading of the resolution was followed by a general discussion that waxed very warm at times. For instance one dealer shouted to his competitor that he had to sign such an agreement with him or he would make him pay 10c a bushel more for grain than the market price.

Henry Allen: I am ready to discontinue right NOW.

W. H. Purcinger: We'll quit it now at Sidney.

J. M. DeWeese: I am not a member of your ass'n. (You look like an honest man) but I believe you had better quit right now.

John Duncan: Some houses right on the eve of the harvest are not ready to quit loaning bags. Quite a number of the members are not prepared to dump wheat and such drastic action wud work a hardship with them, but I believe the resolution is right. I want to offer an amendment to the resolution by having a clause inserted whereby each member agrees not to buy any more sacks.

E. E. Nutt: I will accept the amendment and permit it to be embodied in the resolution.

Geo. Stephenson: Some dealers have sacks. The farmers have mine. Therefore it's not fair if my competitor has sacks and I haven't for me to agree not to buy any more.

C. N. Adlard: I think the amendment is unfair and unjust.

M. W. Miller: I believe the amendment is unjust for it will work a hardship with some of the boys and we don't want to do that.

John Duncan: I will withdraw the amendment.

Pres. Simmons: All of those in favor of the original resolution will stand to their feet. Everybody stood but 3.

As a result of the above action the following agreement was signed:

Agreement.

We, the undersigned grain dealers, hereby agree and will on or before January 1, 1908, discontinue lending grain sacks to any one. This agreement is not effective until it has been signed by each and every dealer in this territory.

It was moved that a comite be appointed by the pres. to secure signatures to the list. They were named as follows: John Duncan, Wm. Purcinger, J. W. Baker, Joe Coppock.

It was also moved and carried that John Duncan be appointed as a comite of one to draw on the treasurer for \$10 or \$12, to procure a floral decoration for the funeral of Stange Brecount.

The resolution comite reported:

WHEREAS, The sad news by accident of our beloved brother, Stange Brecount, has just been received,

Therefore, Be it resolved, that the sympathy of the Miami Valley Grain Dealers Ass'n be extended to the bereaved family, also to the firm of McMorrin Bros. Co., of which he was a valued member. Also that copy of this resolution be sent to the bereaved widow, a copy sent to the firm of which deceased brother was a member and a copy be spread upon the minutes.

E. T. Custenborder.
Joe Coppock.
Joe Wolcott.
John Duncan.

Adjourned sine die.

Convention Notes.

"Sun Parlor" was no misnomer. Hot!

Not a machinery firm was represented.

Cigars were generously and frequently distributed.

Of course it's a "sign of prosperity" when a large percentage of the grain dealers come to the convention in automobiles.

"When the heart is moved the tongue is always eloquent" was demonstrated in exemplary fashion at the meeting, even when such a dry subject as sacks was discussed.

Wes Hardman has a private method of dealing with the sacks he gets from the farmers who have borrowed them from his competitors. If you want to know it (and he asserts the method has positively been successful), telephone him; don't write; he probably wudn't care to state the remedy in "black and white."

Dealers who attended were: Geo. Allinger, Sidney; C. N. Adlard, Piqua; Henry and Horace Allen, Troy; Adam Bright, Christianburg; A. F. Herr, Groveport; H. H. Baer, Covington; J. W. Burk, Springfield; L. W. Baker, Maplewood; F. D. Brubaker, St. Paris; E. T. Custenborder, Sidney; Joe Coppock, Fletcher; J. R. Davis, Abe; John Duncan, St. Paris; J. M. DeWeese, Yorkshire; Frank Felger, Degraff; G. N. Falknor, Kessler; C. A. Guinn, Houston; H. L. Goemann, Toledo; J. F. Gebhart, Versailles; E. A. Grubbs, Greenville; C. E. Harmony, Kirkwood; C. B. Herr, Troy; Wes Hardman, Cable; W. B. Jackson, Sidney; H. W. Kress, Piqua; A. R. Kerr, Bellefontaine; L. Landmann, Piqua; Geo. Legate, Westville; Fred Mayer of J. F. Zahm & Co., Toledo; Frank Marks, Botkins; J. W. McCord, Columbus; M. W. Miller, Piqua; S. B. Miller, Englewood; I. E. Papenbach, Oak Harbor; E. E. Nutt, Sidney; Chas. Patty, Pleasant Hill; W. H. Purcinger, Sidney; J. C. Paul, Botkins; O. T. Roszell, Troy; A. C. Rhoades, Bloomer; J. W. Simmons, Pemberton; L. G. Shanely, Pemberton; J. F. Shump, Covington; G. E. Stephenson, Rosewood; Joe Wolcott, Conover; G. O. Weimer, Rosewood; J. E. Wells, Quincy.

Australian exports of flour to China are increasing.

Seventh Annual Meeting of Tri-State Grain Dealers' Association

The sixth annual meeting of the Tri-State Grain Dealers Ass'n was called to order in Germania Hall, Sioux Falls, S. D., Thursday, July 11, at 2:40 p. m., by President F. E. Crandall, who introduced Mayor F. W. Pillsbury.

Mr. Pillsbury welcomed the dealers to the city and spoke of the relations between farmer and dealer.

Mr. B. P. St. John, in responding, thanked the mayor for his words of welcome and called attention to the injustice done regular elevator men by associations of other lines of trade and professions who also meet in Sioux Falls.

Pres. Crandall appt'd as a Comité on Resolutions: B. P. St. John, Heron Lake, Minn.; J. M. Bennett, Flandreau, S. D.; Greig, Estherville, Ia.; J. Doering, Parkston, S. D., and J. M. Doyle, Delmont, S. D.

Comité on Nominations: V. E. Butler, Heron Lake, Minn.; J. P. Hull, Wilmar, Minn.; J. G. Walter, Sioux Falls, S. D.; H. N. Kjeergard, Bruce, Minn., and C. H. Leaman, Minneapolis.

J. G. McHugh, sec'y Chamber of Commerce, Minneapolis, read a very interesting paper on Grain Exchanges, from which we take the following:

The Functions of a Grain Exchange.

In the evolution of commerce Grain Exchanges have been organized and have grown to importance at central or terminal markets. Their objects and purposes are quite similar. The Minneapolis Chamber of Commerce which has existed for twenty-five years is a part of the general development of the Northwest, and because of its having maintained high standards it can be held to be a high type of this form of institution. Its general objects and purposes are chiefly four in number:

(1) It facilitates the buying and selling of grain by providing a large trading room; by bringing together in that room dealers and buyers and sellers of grain; by equipping such trading room with facilities; by placing quotations of all markets before its members enabling them to carry on their business intelligently; by framing rules in harmony with which members must act, and which rules reduce the business to such a system as to enable large volumes of transactions to be made definitely and economically.

(2) It fulfills its second purpose to inculcate the principles of justice and equity in trade, by insisting on a high standard of business integrity, and by promptly and courageously enforcing all rules and requiring fair dealing.

(3) It facilitates a speedy adjustment of business disputes thru the medium of a Board of Arbitration and a Board of Appeals.

(4) It carries out its fourth aim and purpose by acquiring and disseminating valuable commercial information in regard to markets and values, etc., at large expense. Access to which information is granted to representatives of the press, and thus such information goes to the general public.

Indirectly also, the Chamber of Commerce by insisting upon high standards of business integrity and sound financial responsibility, produces an organization of men which commands the respect and confidence of the business world, elevates the general tone of the grain trade, adds to the standing for credit of each of its members, makes it possible to conduct great transactions at small cost, and thus becomes an institution working a direct, positive financial benefit to every producer in the Northwest.

But notwithstanding all this, such Exchanges are criticized, are attacked and even denounced. In all these criticisms and attacks however, we find two mistaken notions, two wrong ideas, two mis-

conceptions of fact. These agitators and hostile speakers assert that such an Exchange precludes the possibility of a farmer selling his own wheat except thru a commission merchant in such Exchange, and also asserts that such an Exchange is a gambling institution. Neither of these assertions or criticisms is true.

The sale of a car of grain by the producer to the Minneapolis miller is possible now and has always been possible, and the difficulties surrounding such a primitive transaction are not difficulties thrown around it by the grain Exchange, but are inherent in the transaction itself. The miller must, in such a transaction, know the farmer and his standing, or must be assured that the grain belongs to him, is unincumbered, that it will be delivered, that he sees an actual sample of the car and that the freight should be paid, etc. The fact that a grain Exchange has developed in Minneapolis with a trading room, sampling arrangements, rules, regulations, high standard of membership, all this affects in no way the primitive method proposed of a farmer selling to the miller or exporter his car of grain. The same difficulties surround such a transaction today that have surrounded it for twenty-five years.

The farmer or shipper consigns his grain, therefore, to a commission merchant for sale, not because he cannot sell it himself, but because it is decidedly to his advantage, he is assured of the best results by making use of the commission merchants' services, such merchant has a high degree of skill and an extensive knowledge of the market, and the average shipper would be as unwise to attempt to dispense with such skilled services as to attempt to be his own doctor or his own lawyer. When one clearly comprehends all of the various services rendered and skill used by commission merchants in behalf of their shippers, it becomes apparent that such services are worth all they cost, that the amount of commission paid is relatively small and that the definitiveness of such commission is a distinct advantage.

The second mistake found in the assertions of agitators is that of connecting the transactions in the Chamber of Commerce with gambling. In my opinion a large part of adverse opinions as to grain Exchanges grow out of misconception of the relation which the future market, so called, bears to the distribution of grain.

The casual visitor in the gallery of the trading room of the Chamber of Commerce may look down upon transactions in one session involving the purchase and sale of one thousand cars of grain, transactions involving upwards of three quarters of a million dollars, and yet will go away with the impression in his mind of the noisy demonstrations in the pit while failing to be impressed with the sale of the cash grain which went on before him. But to the mind familiar with the grain methods, the sale and purchase of this one thousand cars is appreciated as being a great work done within the Chamber of Commerce, and that the buying and selling for future delivery is merely accessory to the movement of the grain itself. It is also true that while such casual visitor more or less understands, or thinks he does, the transactions in purchases and sales of these one thousand cars of grain, and appreciates that these transactions are real and actual transactions; yet, on the other hand he does not understand that which is true of the transactions of the pit, where men contract for the sale and delivery of grain for a future month are as really actual.

Such casual visitor looking down upon these sales of one thousand cars saw millers buying wheat for grinding, brewers and malters buying barley, insect oil manufacturers buying flax seed men and others buying corn, oats, etc., he also saw men in the pit buying and selling for future delivery, who were doing so as hedges of purchases in the country for sales of futures, etc. He saw transactions having a direct relation to the actual grain at the time.

Such casual visitor also saw in the pit transactions which were speculative in their nature, people buying for future delivery in the belief that prices would rule higher or vice versa. The use of a future market as offering the needed opportunity of eliminating speculative features of the grain business is clearly understood by all grain dealers. Such future market is absolutely essential to people engaged in the grain trade if they would prevent their business from taking on uncertain features, and it is largely the knowledge of the lending world generally that the grain trade by virtue of such future market can take away such uncertainty, that credit is extended to grain dealers to enable them to move the crop.

Speculation: Of course there is and always will be a certain amount of speculation in the buying and selling of grain, or any commodity, even real estate; there will be trading that is speculative, but such trading is a very different thing from betting or gambling which are offences against our criminal law, performs no useful purpose and are a menace to society. Speculation, on the contrary, is a useful feature it plays an important part as one of the forces of production and distribution. The field in economics, which is filled by the so-called speculator, the part that speculation plays and the use it is in the work of production and distribution of the products of the soil have been discussed by students and scholars in various countries, and it is a uniform conclusion of all such students of economics that such speculation fulfills a positively useful part in the general work of the distribution of commodities.

Quoting from the United States Industrial Commission reports: "In fact those who have thought out the subject must naturally have found in this work of speculation the general justification for its existence. The public is fast learning to recognize the difference between speculation in a regular grain Exchange and that so-called speculation carried on in those counterfeit Exchanges known as Bucket Shops, inasmuch as the operations in Bucket Shops are wholly betting and gambling transactions and do not effect in any way the market price, they perform no useful function in the distribution of farm products and are in fact of the same nature as any gambling transaction."

The Bucket Shop.—But it would seem as though the day of the bucket shop is fast passing away. Let us aid such a result by doing all in our power to awaken the public to the true state of affairs, not only to recognize the work and usefulness of the legitimate grain Exchanges, but to appreciate the great and crying evil which the bucket shop represents and its menace to society.

Recently in Winnipeg an alleged bucket shop was raided by the police and all of its paraphernalia and furniture seized in exactly the same manner as a gambling den. And in our own country, the United States prosecuting officers are now pursuing the bucket shop operators for misleading the mails. The indications are that the day is at hand when this vicious source of evil and demoralization will be wiped out of existence.

B. G. Ellsworth, in speaking of the Milwaukee market, told of its being 13th in population and bank clearings and first in the production of leather and machinery. Milwaukee leads all markets in handling barley. It handles about 18,000,000 bus. of barley annually and consumes about one-half that amount each year. Milwaukee in the early 70's and 80's was the largest primary wheat market, but since then other markets have forged ahead. However, it is still fifth. Our facilities for unloading grain after it reaches Milwaukee are unexcelled by any other market.

We have no politics in our inspection dept. For the last 40 years the exchange has had control of the inspection and we select the Chief Inspector by ballot. Our Board of Directors is opposed to the adoption of uniform rules governing the grading of grain.

F. W. Eva, Chief Grain Inspector of Minnesota, read the following paper:

Terminal Inspection of Grain in Minnesota

In discussing the terminal inspection of grain in Minnesota, the subject itself will be best introduced by saying a few words as to the causes thereof.

Up to 1877 there was little if any local or terminal grading of grain in Minnesota, and what was done was of an individual arbitrary character,—that is to say, the different buyers graded according to their individual judgment, frequently established by a verbal argument with the seller. The dockage of grain for dirt was also an unknown usage; whatever was done in this respect was thru the medium of the price paid, to-wit: the farmer with dirty grain got a lesser price than his neighbor who marketed clean or cleaner grain. This self-established pioneer system of marketing grain worked quite well so long as the product was about of such volume as home or nearby consumption demanded.

Thirty years ago the raising of wheat was confined largely to that area of Minnesota tributary to the Mississippi River, and the primary wheat markets along this river were the most important in the world. Among them I mention Winona, Wabasha, Lake City, Red Wing and Hastings. Millions of bushels of wheat were marketed by farmers at these landings and taken down the river. At all these towns there were from five to ten warehouses, and each had several buyers on the street; they would approach a farmer when coming into town—sometimes almost a mile out of town—get on his wagon, open up a sack or two of wheat, and write on a card the price he would receive for his load at the warehouse he represented. Perhaps after drive home a few days later the farmer would encounter another agent, who would go thru the same process; thus before fairly getting into town he would have offers from two to five houses.

So much for the early primary wheat markets in Minnesota. It was no surprise that good crops and good prices gave the state a world-wide advertising, and with it came the tremendous increase in this branch of husbandry all thru the north-west.

Development of Milling Industry: Simultaneously with the expansion of wheat raising came the development of the milling industry at Minneapolis. Here the St. Anthony Falls provided a water power of inexhaustible possibilities that invited the progressive business man to make use of its power, an invitation that was eagerly sought and gladly accepted by a score of the keenest and most far-seeing business men in the world. To them as wheat buyers, flour manufacturers and exporters at once became apparent the necessity of some stability in the terminal and local grain markets of the Northwest, and particularly in the State of Minnesota. They organized the so-called Millers' Ass'n, which soon became the dominant factor in the Minneapolis Chamber of Commerce. Previous to this a local system of purchasing grain had sprung up along the different railway lines, which in a measure resembled that in vogue at an earlier period at the river markets. At all local markets where there was more than one warehouse there was more than one buyer independent of the warehouse, and each represented a different mill at the terminal. These local buyers were usually merchants who bot warehouse tickets on a commission. This system was also an ideal one for the producer, and as a rule he got all his wheat was worth, and oftentimes, in the heat of competition, considerably more.

Eliminating Competition: That such conditions would suggest to the terminal buyers the idea of consolidation with a view of eliminating disastrous competition stands to reason, and it was not long before plans were perfected for the protection of the terminal buyers. With the great expansion of the railroad system that came over Minnesota about that time came the establishment of numerous lines of elevators on the right-of-way of such railroads; these houses were mostly owned by so-called line companies, and while primarily built for the purpose of warehousing grain—a function of business that otherwise would have become the duty of the railroads themselves—most of them, and subsequently all of them, became grain merchants, that is, they bot all the grain they took into their respective houses if they could get it. They were in no sense public houses, although on the right-of-way of a quasi-public corporation and they themselves doing a quasi-public business in storing grain for a compensation.

For a few years the independent buyers asserted themselves at some local points, but gradually all competition ceased and the local market conditions became subject to the dictum of the buyers at terminal markets. And it is here that the grad-

ing of grain first became a commercial factor in the Northwest. To secure uniformity of local prices it was necessary to establish a certain standard that should obtain in fixing the value of the grain marketed. Grades were established for wheat running from No. 1 to No. 3, and a little later came the dockage of grain for dirt. All of this would have been all right if the new system had been the result of mutual agreement on the part of the producer on one side and the buyer and manufacturer on the other. But such was not the case; the new grading system was an entirely arbitrary one, and established by those who represented no one except the buyers and millers.

Chamber of Commerce Inspection: A system of commercial terminal inspection of grain was put in operation by the Minneapolis Chamber of Commerce that was dictated by the Millers' Ass'n, and the inspectors that graded grain under this system were in every case men who, either owed their appointment to the millers, or at least were satisfactory to them. It was by such a system that grain prices terminal and local were established in Minnesota in the early eighties. That such a one-sided system should lead to abuses and create an endless amount of criticism admits of no doubt. Human nature has ever been a good deal the same; place in the hands of any one party the power to control and he will do so in a manner to his profit, while frequently overlooking what ought to be the unquestioned right of his fellowman.

The conditions which I have just described caused a decided upheaval among the grain producers of the State and led to a very pronounced commercial and political agitation. There is no doubt that the conditions which existed were eagerly exploited by political agitators, to whom it furnished the opportunity for self-aggrandizement, an opportunity always welcome to mischief-makers.

But from the turmoil of charges and counter-charges there gradually came to the surface the real condition as it existed, its effect, and what was of prime importance in this controversy, its remedy. Thoughtful and intelligent men among the grain raisers of the State got together and formulated demands for an impartial inspection of grain at terminal points, an inspection that would stand between the producer on one side and the buyer and the manufacturer on the other, and do substantial justice to both. These demands became so insistent and forceful, that they furnished the principal political issue in the campaign of 1884, and when the legislature met in January, 1885, it was controlled by men who were inspired by one common purpose, namely, to enact grain and railroad legislation that would effectually eliminate the many abuses complained of.

The legislation of that memorable session, which has very correctly been styled the "Granger Legislation," enacted the Warehouse & Grain Laws, March 4th, 1885, under which the Minnesota Inspection Department was created, and up to the present time has been operated a period of over 22 years. Terminal inspection and weighing of grain has become so firmly established during this time that it can be safely classed as one of the permanent legal institutions of our State. As a matter of fact, no new legislation as to terminal inspection has been proposed for the last eight years. In 1899 the legislature amended the laws of 1885 and 1887 by establishing an independent Board of Grain Appeals. Previous to that time the Railroad & Warehouse Commissioners were the parties of last resort in case of an appeal on the inspection of grain. Under the law of 1899 the governor appoints an independent board of six members, three at Minneapolis and three at Duluth, who pass on all appeal cases that are brot up from the regular inspection department. Perhaps nothing indicates so well the wisdom of the law of '85 as the fact that it has endured for over 22 years with this one change. There have of course been other changes in the administrative nature of the law itself, or rather in the details of its administration.

The Minnesota Grain Department is under the supervision of a Chief Inspector, who is appointed by the Railroad & Warehouse Commission, and is divided into nine districts.—St. Paul, Minneapolis, Duluth, St. Cloud, Montgomery, New Prague, Sleepy Eye, Kasota, and Fairbault; the two latter places have the weighing service only.

All employees are carefully selected with due regard to age, character, intelligence and general fitness for the position to which they may be assigned. Employees are divided into classes in accordance with their length of service, skill and experience. New appointees are placed in subordinate positions and promoted as opportunities offer and their progress and usefulness justifies.

Inspectors and weighmen are required to give a bond of \$5,000 conditioned upon a faithful performance of their duties under the rules laid down for their government. Removals from the department have rarely occurred, and then only for negligence or incompetency. Many of the employees are still connected with the service who were identified with it at the time of its inception. Their carefully trained judgment from years of experience renders their services of inestimable value.

Civil Service: Since January, 1901, the Commission has established a practical system of civil service, which has since and now obtains in the department. Every applicant for appointment must start at the bottom and show what he can do by actual service under the supervision of vet-



Early Arrivals at Sioux Falls Meeting, July 11, 1907.

eran inspectors; from time to time employees seeking promotion to inspectors are given a thirty days' trial,—that is, they go ahead and do the inspecting, and are followed by a regular inspector; at the end of the month a comparison is made, and if they show a standing of 85 per cent or over they become eligible as inspectors in the order of their individual standing.

It is in this manner that the department insures itself a supply of qualified inspectors on whom they can draw when necessary. An inspector of grain must not only be a man of expert judgment and familiar with the different qualities of wheat grown in Minnesota and the Dakotas, but also with the character of wheat produced in Wis., Iowa, Nebr., Kans., Mont. and Wash., the receipts of which constitute a large percentage of the business done by the department each year, and are annually increasing.

In addition, this experience must be added a thoro knowledge of the different grades and varieties of corn, oats, rye, barley and flaxseed. Many men who might be competent to operate a local elevator where their duties are confined to inspecting grain grown in that particular locality would, without a period of training, find themselves wholly at sea in endeavoring to discharge the exacting duties of a terminal inspector.

All grain arriving at the terminal points except such as is billed to points beyond is inspected and weighed by the state department. In the arrival of the cars, they are placed by each railroad company upon the inspection tracks provided for that purpose, in their respective railroad yards. In each of these yards samplers and helpers are stationed who are on the ground early every morning in winter and summer, regardless of weather, to prepare to perform their day's duties. One of the helpers begins the work by breaking the railroad seal on one side of the car and throwing the car door open, first having made a record of the number and initials of the car, the number of the railroad seal broken by him, and if there is any appearance of leakage in any part of the car, this is also noted. This helper continues his work until all the cars which have arrived during the night, sometimes 150 to 200 or more, have been properly examined and opened. The sampler then proceeds to obtain a sample of the grain by pushing a long brass probe into several places in the grain and each time draws up a section of the grain from top to bottom; these probings are all mixed together and placed in a sack with a ticket showing car number and initials. The cars are then resealed with State seals, a complete record of which is kept by the Department.

The samples are then sent by teams to the office and the inspectors determine the grade in the office from these official samples. Until within two years ago all grain except flaxseed was inspected in the railway yards; since then we have established in the office a method and find that aside from the uniformity of inspection which this method insures, there is great advantage in doing this work where there is a good light, and the inspectors are protected from inclement weather, thereby enabling them to give the grain closer attention.

The dockage per bushel on wheat arriving in an unclean condition is determined on the judgment of the inspector when, in his opinion, it does not exceed one and one-half pounds per bushel, but over this amount it is arrived at by careful test with a scale and No. 10 sieve. In testing flaxseed, one bushel of the average sample is taken, and the impurities or foreign matter is removed as near as practicable by three sieves, one with meshes 3x16, the other 16x16; the third is used only in cases where the flaxseed contains mustard seed. The per cent of impurities and dockage per bushel of commercially pure seed is determined by proper testing scales. Should the owner or agent of the owner feel dissatisfied with the dockage placed on the grain there is nothing to prevent his ordering his car or cars to an elevator to ascertain the actual amount of waste in it.

The inspectors in determining the grades know absolutely nothing as to the point from which the grain came, or whom the shipper may be, or to whom the grain may be going, notwithstanding the prevalent erroneous ideas on this subject. Nor would it be possible to furnish any such information from the inspection office, as the only record to be found there is the car number and initials, the date of inspection, name of inspector, the grade and dockage, and the inspector's notations or reasons for his grade. Thus every car load of grain is inspected with absolute impartiality, and

without the slightest knowledge of its origin or ownership.

In earlier years it was a rare case when a car of grain contained over three pounds of dirt per bushel; now it is a common occurrence to find cars containing ten or fifteen pounds per bushel. Inspectors are called upon to finish the work commenced by the threshing machines.

There is no good reason why farmers should pay threshers the same price for uncleaned wheat that they do for cleaned, but just so long as they do, they may expect uncleaned grain. Machines that do not screen grain earn more money for their owners than those which do.

Commission men are as a rule good judges of grain, and rarely fail to get as high a grade for their customers as possible, by calling reinspections and appeals.

Plugged Cars: Many cars are received with poor wheat on bottom, sides and ends. This class of work ought to be stopped, if for no other reason than that it does not pay. We are compelled to handle such cases without gloves, otherwise there would be no end of it.

Considering the extended area of production tributary to the Minnesota market, it would be unreasonable to expect crops perfect in quality. While the department would be gratified if it could place all grain in the highest grades, it cannot do so with damaged grain.

The rules must be applied without fear or favor, otherwise the work would fall into disrepute. Nor should the inspection department be held responsible for damage to crops. Many persons carry the mistaken idea that the only requirement for making wheat "No. 1 Hard," or "No. 1 Northern," is to have the inspector call it so.

The inspection of grain is not a mathematical science, but a work of judgment, guided by fixed rules, with sufficient latitude to permit the inspector to apply his powers of discrimination in determining the proper grade in each case.

It being largely dependent upon human judgment, it necessarily follows that differences of opinion will arise in close cases, even among expert judges. The different graduations merge insensibly into each other. It is difficult always to tell the line of demarcation between grades. It is in such cases that most of our difficulties arise, which can only be adjusted thru the medium of the rules for reinspection and appeal. In all such cases a decision is reached, based upon the fixed rule of the department invariably to "give the benefit of the doubt."

You can readily realize the magnitude of the Minnesota Grain Department when I state that we handle each year from 350 to 400 million bushels of grain.

Inspection certificates are furnished in all cases when requested whether applied for in person or by mail, and the records of the office are open at all times for examination by any one who is interesting in making the same.

It has been my object to present the facts as I have from time to time witnessed them; if in so doing I have succeeded in interesting this gathering, then my reward is ample indeed. I trust that I have been able to say something that will have a tendency to strengthen the spirit of determination and energy to do right as between man and man that should characterize every public man whom the law places as an arbiter between the seller and buyer of grain.

Our position as official inspectors and determiners of other people's property is a privileged and responsible one; we should carefully esteem the privilege and honestly carry out the responsibility.

President Crandall: The subject of insurance is one of deep interest to all of us and the Tri-State Grain Dirs. Ass'n is investigating the matter with a view to starting a mutual company. We do not know the legal requirements, but soon will. One of our members, Mr. Butler, has had much experience with indemnity companies and we are fortunate in having him here today to talk to us.

V. E. Butler read the following paper:

Benefits of Mutual Fire Insurance.

Some years ago I noticed an item in a trade paper which so impressed itself on my memory that I have never forgotten it: "Profits consist of what is not paid out for expenses." Fire insurance is one of the many large items of expense in the grain trade. And the one item to which there is but little attention paid.

Habit is a hard master, and expensive. It is the custom of many to figure the amount of insurance wanted, grab a telephone, call up their insurance agencies, tell them to write so much insurance for you, without any question as to cost, pay the bill when presented, charge the item to expense, and the deal is closed. Easy? Yes. Insurance good? Yes. Good business methods? No.

In buying fire insurance why should you not buy the best to be had? Some of you do, but a large majority of you do not. Fire insurance is written either by stock companies or mutual companies. These two methods are based upon different principles. One is endeavoring to make a profit for its stockholders. And the other to make a profit for its policy holders, or members. Both methods are for the purpose of making a return of profits. The stockholder of a stock company is entitled to a profit, for he assumes the risk of his policyholders, leaving them with no liabilities beyond their premiums. The member, or policy holder, of a mutual company is in like manner entitled to a profit which he gets by getting his insurance at cost, by assuming his own risk.

The fire insurance business is often called a trust, but I hardly think this is true, so far as joint ownership is concerned. But there are grounds for complaint in the matter of joint control of prices demanded. In 1902 I think it was, insurance companies raised their rates on grain elevators about fifty per cent. Giving as their reasons that premiums on this class of risks did not pay their losses. In a discussion of the reasons for this increase one of the items brot forth was that the moral hazard in this class of business was greater than in almost any other line carried by them.

Knowing many men connected with the grain trade, it was hard for me to accept this assertion. The fallacy of this claim, so far as mutual insurance is concerned, is proven by the following report made by a prominent mutual insurance company covering a period of ten years from 1887 to 1906. Out of 350 losses on grain elevators 164 were losses with total destruction, being 46%. 186 were losses with partial destruction, being 54%. Of the 164, 15, or 9.15% and of the 186, 2, or 1.08% were of incendiary origin. While 8.54% of the 164 and 32.8% of the 186 were caused by lightning. These figures show that only 4.85% of these losses can be charged to moral hazard, while 20.56% are due to causes over which we have no control. Now, if the moral hazard is 50% with stock companies, these figures given show that mutual insurance is saving to its policy holders 45.15% on their insurance in this line of business. The question arises, how is this saving made?

The answer I think, is this, "mutual companies organized to handle a special line of insurance are better equipped, give more attention to the details of construction, make closer inspection of plants, and are better acquainted with the risks written than any company can be that does a general insurance business thru local agents. A specialized business is always more successful than a general business if it is in charge of good capable men who make a close study of it and push it to its logical end."

I do not know that this saving is moral hazard, but I do know it is moral hazard or profit. This is borne out by the reports of almost every good mutual company in existence. Take the history of the Grain Dealers' Mutual Fire Insurance Company, of Indianapolis, Ind. This company was organized a few years ago, and handled nothing but grain and grain elevator risks. It has saved to members over 50% and is gradually reducing the loss to a minimum. This company has as its secretary a practical insurance man, and for its directors, men who are actively engaged in the grain trade.

The old Winona Indemnity Company operated for seven or eight years, saved more than 50% to its members, and now is organized as a stock company. The Tri-State Grain Shippers' Indemnity, of which many of you are members, has made a wonderful record, saving you 76%. This latter concern is not an insurance company, and is not run upon what would be construed as an insurance basis. It is a pool of interests among some of the grain trade agreeing to pay to each other certain sums of money in case of loss by fire. In order to arrive at a just and equitable basis of settlement, stock company

Insurance rates are used, and the cash paid into a common fund, out of which losses and expenses are paid and the balance on hand at the end of each year goes back to its members in the form of a dividend. The secret of the success of this plan is that no member is allowed to carry more than 75% of the actual value upon any one plant, thereby making each member carry a part of their own risk. This has the effect of making its members more careful of the physical condition of their property.

Insurance companies are anxious to write what insurance members want for the reason that they know they are actively engaged in keeping a watchful eye on their property and seeking in every way to make it a better risk for them to have on their books. I am a strong believer in mutual insurance, and never let an opportunity pass without saying a good word for it whenever the occasion presents itself. A suggestion was made to a prominent grain man in Minneapolis some five years ago, that he come in on the organization of the Tri-State plan. And his answer was so typical of the general public, when talking about mutual insurance, that I will give it to you. He said: "The scheme may be all right, but when I get protection, and pay for it, I want the best that money can buy. And my directors would not consider the plan anything but a wildcat scheme."

The result of this biased opinion has been that he has paid four times as much for the same service as he should have paid. But the light has reached him, and he is now figuring on mutual insurance. I have heard parties say that mutual rates were too high, that they could get insurance for less money. But let me ask you, what difference does it make what we pay, so long as we are all put upon the same basis, and get what we pay for at actual cost. Mutual fire insurance is the only lasting and continuous competition to keep down rates.

The effect of mutual insurance, organized under and controlled by good mutual laws is noticeable according to the recognition given mutual insurance by the different states. In the New England states there are dozens of good mutual companies, and that section profits by the lowest fire insurance rates of any state in the Union. While in Minnesota we have a most drastic law, and as a consequence our rates are high. The property owner has the right of buying his insurance where he sees fit. And the insurance company the right to sell him a policy as no legislative act can eliminate the common law of right of contract, but the business cannot be carried on without some technicalities of the law on the part of the insurance companies. This is not agreeable to business men. They are not a class to violate any laws or rules, but to use an old expression, they are "between the devil and the deep sea."

Competitors have lobbied laws, the mutual companies cannot comply with. And on the other hand retail lumbermen, flour millers, or grain dealers demand the right to unite with their fellows in the companies organized for their mutual benefit. Blood is thicker than water, and the millers, grain dealers, or other classes of business men have the right to unite in any organization for their mutual benefit, so long as they do not interfere with the rights of others. The points to consider are: You cannot get competition in rates by legislation.

Mutual insurance offers the only solution for competition. The laws should be based upon the successful time-tried laws of older states. The laws should provide for the organization of substantial mutual companies in each state provision should be made for the licensing of good mutual companies of other states, if for no other reason than to give your companies the reciprocal right of entering other states. Eternal vigilance will be necessary to get such laws. The opposition will be in evidence. It has the advantage of experience in this class of work, but we have Right, Justice and Equity on our side. And the question of good mutual insurance laws cannot be taken up too quick, or urged too hard. I think the question of mutual fire insurance furnishes a fruitful field for that, and careful consideration of the legislative committee of this association.

President Crandall announced the evening's program for entertainment and the Friday morning executive session.

John D. Shanahan expert in charge of

Grain Standardization of the Agrl. Dept., read a paper which is published elsewhere in this number.

After reading his paper, Mr. Shanahan gave moisture tests with apparatus set up in back of hall.

Thursday Evening's Entertainment.

Thursday evening all the local and out-of-town dealers assembled early in Germania Hall and after being entertained for an hour by W. J. Nolan, the humorist, partook of an excellent luncheon, tendered by the Sioux Falls Commercial Club.

Friday Morning Session.

The executive session of the Ass'n was called to order by President Crandall at 10:30 a. m. Friday morning. In his opening address he said:

The Investigating Comite of the Interstate Commerce Com'n met in Minn's last winter and its representatives called at the office of the Ass'n several times. They were given access to all our books, with the result that they were satisfied we were doing nothing illegal and none of your officers were called before the Com'n.

The South Dakota reciprocal demurrage law is very satisfactory owing to the fact that several grain dealers were in the legislature. The Minnesota reciprocal demurrage law was changed materially after its introduction and is fairly satisfactory.

The new Minnesota law which requires us to take 32 lbs. for a bu. of oats, 48 lbs. for a bu. of barley and 70 lbs. for a bu. of corn is very unfair. It virtually requires us to pay for dirt and denies us the right to dock receipts. In many places the dealers have depended upon the dockage for their profits. The last legislature seemed unusually antagonistic to the business men of the state and set some of us wondering what we will do for a living if legislative interference with our business continues. I believe we should test the constitutionality of

the new law. While South Dakota buyers are not directly affected, those along the Minnesota line will surely feel it and the assembling of your next legislature will be followed by the introduction of a bill containing similar requirements.

We have employed an auditor to go over our books and I will read his report. [The report showed the books of the Sec'y-Treas. to be correct and neatly kept.]

I wish to recommend that our Ass'n broaden its scope of work to take in the northern half of Minnesota. We could then issue state crop reports of far more value than the reports of the so-called experts. That section is unorganized and I believe the dealers will be glad to come in with us.

In regard to forming a mutual fire insurance company, will say that I believe we should thoroughly investigate the subject and if that proper organize or leave the investigation of the subject to our Governing Board with power to act.

We have striven to employ a man who was both a scale and gas engine expert, but have not succeeded in finding the combination in one man. However, we have employed a scale expert who is now inspecting the scales of members.

Sec'y Quinn read the following report which was adopted:

Secretary's Report.

Mr. President and Members of the Tri-State Grain Dealers Association.

I beg leave to submit the following report. Our membership on May 1st included 895 elevators as compared with 921 the year previous, showing a decrease of 26 elevators.

During the year applications from dealers operating 34 elevators were received and favorably acted upon. The decrease in membership was largely through change in ownership where the members sold out their business and the purchasers not having assumed membership.

Considering the wave of agitation against the grain trade which has passed over the country the past year and the many misrepresentations as to the purposes, aim and work of grain dealers associations, our members are to be congratulated for their loyalty to their organization and their steadfast confidence in their rights of main-

At Sioux Falls, S. D.



Some Second Day Attendants, July 12, 1907.

taining an organization for the purpose of advancing and protecting their interests.

Interstate Commerce Commission Investigation: Members of this Association may well feel proud of the fact that during the investigation of the grain trade in Minnesota and South Dakota by the Interstate Commerce Commission, held in Minneapolis last winter, not a single accusation or question was raised as to the methods of conducting our work, tho a thoro investigation had previously been carried on by the agents of the Commission who visited the Secretary's office, and we voluntarily supplied him with full information relative to the objects and purposes of the organization.

That the policy of the officers of the Ass'n has always been one of fairness to all interests in the grain trade and the work conducted in a thoro legal manner without discrimination, was well emphasized by the fact that the highest official proceedings of the Interstate Commerce Commission's investigation in Minneapolis, not a single reference was made to this Association or its officials.

The public generally has ever been ready to accept without question any scurrilous attack made upon the grain trade, especially in the West where, more than in any section of the country, we are the object of attack thru adverse legislation, brot about thru malicious misrepresentation of fact, and ignorance as to actual conditions governing the buying and selling of grain at country.

Margins: I can say with every confidence of substantiation by fact, gained thru personal observation of conditions surrounding the country grain business, that there is no mercantile line of business to-day conducted upon fairer lines, or where those with whom we are doing business get a squarer deal than do the farmer who delivers his grain to the local grain merchant. Nor is there an unreasonable margin of profit on the grain for the dealer handling it. At numerous local meetings held throughout the territory the past year the fact was developed that the gross margins on grain was far below the necessary charge that would bring the dealer out even had the grain been sold upon the market the day of delivery at the station. Where profits were realized at those stations it was thru a peculiarly fortunate condition brot about by advancing markets, and the inability of the dealer to sell to arrive on account of his not being able, with any degree of safety, to make delivery on account of the stringent car situation.

Finances: The treasurer's report for the year ending April 30, 1907, will show the Association finances are in excellent condition having on hand a cash balance of \$4,351.34 with office furniture and scale testing apparatus amounting to \$237.50. Total assets \$4,588.84. The expenditures amounted to \$4,550.84 and were as economical as consistent with the best service to the membership. Owing to the healthy condition of the treasury the Executive Board voted to remit the usual assessments for the months of March and June, leaving but ten months' assessments for the year, thus materially reducing the expense of membership.

Scale Inspection: We employed Mr. Wm. Lee as scale inspector to inspect and test the scales of grain dealers desiring that service. Since Mr. Lee has been on the road he has inspected 85 scales and found the larger percentage of them out of order and in such condition that accurate weights were difficult to secure. These reports emphasize strongly the necessity of having your scales tested frequently. We hope to see all dealers take an interest in this work and employ our expert's services when he is in the vicinity where you operate elevators, as the general support of all dealers is necessary to maintain this branch of the work, which is not conducted for profit, but for the accommodation of dealers, and the charges for the services are on a basis of actual expense.

Arbitration: The arbitration committee has had but one case brot before it for a decision which was satisfactorily received by both parties to the controversy. In a few other cases we were able to influence the parties to the controversy to settle their differences without recourse to the arbitration committee.

Much to our regret we have had a few instances where arbitration has been refused by dealers, and in one instance by the receiver. According to our constitution and by-laws it is not compulsory for dealers to accept arbitration. However, if we expect the receiver to grant us favors we in turn should show, that being members of this Association, we are always ready to meet the other fellow half way by submitting our controversies to an impartial committee for adjustment, thus show-

ing that our membership is composed of men of a high standard of business integrity and fairness.

Investigate Omaha Weighing Facilities: Early last fall complaints were filed with the secretary's office alleging dissatisfaction with the weight returns on grain shipped to Omaha and soliciting the aid of the Association in ascertaining full information relative to the supervision of the weighing in that market and conditions surrounding the safety of grain on track in the railroad yards. When these complaints were filed we immediately secured the services of a man familiar with the handling and weighing of grain in terminal elevators and sent him to Omaha, instructed to thoro investigate the manner and methods employed in the handling and weighing of grain at the elevators both at Omaha and Council Bluffs. This investigation covered a period of three weeks and resulted in our securing a report on 7 elevators.

At the time of the investigation weight certificates were issued and signed by the Chief Weighmaster of the Omaha Board of Trade Weighing Department indicating that the weights were under the entire supervision of the Omaha Board of Trade. Our reports, however, developed the fact that the weighmen employed were employees of the operators of the elevators at which they worked and were largely under the direction of the elevator superintendent, and to the owner of the elevator they were responsible for making the position, instead of the weighing department.

Immediately after these reports were secured we went to Omaha and called on the Secretary of the Omaha Board of Trade and Chief Weighmaster who informed us that they were making an effort to rearrange their system of weighing, was arranged for that afternoon with the Board of Trade Weighing Committee and the full report read to those present. A general discussion of the existing conditions followed and assurance given that every assistance would be given that would insure correct weights in their market. In a short time after this meeting we were informed that the entire department had been reorganized according to plans outlined by Chief Weighmaster Powell. A circular outlining the system put in operation by the department, which was greatly enhanced by the exposure of faults and defects of the old system thru our investigation, was mailed to our members immediately upon our being advised of its reorganization.

Investigation of Sioux City Weights: Following the Omaha investigation we secured a report on the Mystic Milling Co. at Sioux City where our members were experiencing considerable trouble in securing satisfactory return weights. We brot the matter to the attention of the management last fall and were assured that prompt measures would be taken to correct the possibility of error as indicated in our reports. No appreciable change was made, however, in their system of complaints continued to be filed with the Secretary and in April the Secretary with Mr. C. Neale, State Scale Inspector, made a trip to Sioux City and conducted a thoro investigation of the Mystic Mill weighing facilities subjecting the scales to a most exhaustive test, and found them in excellent condition. At Leeds a very unsatisfactory condition developed and was fully described in our circular letter to members following the investigation.

As the amount of grain shipped by our members to interior mills and elevators shows a large yearly increase we intend to secure private information of the methods employed in weighing, facilities for weighing, and general conditions surrounding your shipments while on the track, at the mill and elevator, and wherever improvement can be made we will in any way throw additional safeguards about your grain and insure correct returns, it is our purpose to insist that our recommendations be followed.

Directory: Each year we have printed an official directory of grain dealers operating elevators in our territory. This directory is placed in the hands of our commission men at track points for the purpose of giving them accurate information concerning the dealers operating elevators, and in this connection we want to urge all dealers promptly to report changes and additions to the list that it may in turn keep the commission men well advised and their lists are kept correct.

Limiting Time for Reinspection: There is a custom in the Minneapolis market which has been brot to our notice recently thru complaint on account of delayed inspection which we wish to bring to your attention at this time.

When a shipper delivers a car on track in Minneapolis and the car is inspected upon arrival the buyer reserves the

right to call reinspection at any future time before unloading. This may be a week or ten days after the car arrives and is delivered at the mill or elevator for unloading. The injustice of this rule is evident to all shippers, especially when it concerns corn shipments. The shipper may buy corn graded it at No. 3 or better, ship it to Minneapolis and the car arrive in good condition, grade No. 3; then perhaps weather conditions may prevail that will damage the shipment before the car is delivered at the unloading mill or elevator, several days later, with the result that re-inspection is called and the grade lowered, with heavy loss to the shipper. The custom is entirely too one-sided and places too heavy a burden upon the shoulders of the shipper, whereas the buyer takes no chances whatever as the custom in vogue gives him every protection.

I communicated with Mr. Staples of the Minnesota Railroad & Warehouse Commission relative to authority exercised by the commission in limiting time for re-inspection and received the following letter:

"Tri-State Grain Dealers Ass'n,
Minneapolis, Minn.

"Gentlemen:

"Your favor of June 28th in which you ask if the Commission exercises authority over the custom in vogue in Minneapolis relative to the time allowed for reinspection duly received. I will answer the question by saying 'Yes, in a general way.' As to the wisdom of the present practices, that may be a debatable question. I will ask our Chief Inspector, Mr. Eva, to call on you and discuss the matter with you personally; and I suggest that the question will be formally considered by the Commission later if you or other grain dealers in Minneapolis desire to have the same considered after talking with Mr. Eva.

Yours truly,
"C. F. Staples, Commissioner."

Railroad Claims: In April one of our members filed with the Secretary's office a claim for shortage on car of oats against the C. M. & St. P. Ry. Co., which they refused to settle unless allowed a deduction of 1/4 of 1% for shrinkage. This claim was immediately placed in the hands of an attorney with instructions to institute Court proceedings at once and to necessary carry it thru to the Supreme Court, as it was our intention to make a test case and have a precedent established to govern us in future similar cases. As soon as service was obtained on the railway company's agent their attorney appeared and paid the claim in full, including costs. This clearly indicates that the excessive demands of carriers for an allowance on shortage claims is founded upon a selfish desire to take advantage of a claimant where they feel reasonably sure that the shipper will stand for it.

In view of the action above related we would advise all members to absolutely refuse to consider the settlement of claims wherein the allowance is requested before payment will be ordered, place the claim in the hands of a competent attorney with instructions to sue. It has been suggested that the Association make some arrangement with an attorney for the purpose of handling all such claims, and I bring it to your attention at this time for a general discussion and such action as you would deem for the best interests of the membership.

Uniform Grade Congress: Your Secretary attended two sessions of the Uniform Grade Congress held in Chicago at the call of the Secretary of the Grain Dealers National Ass'n.

The first session held last December was attended by representatives of the leading grain exchanges and inspection departments of all the leading markets, and an earnest effort was put forth to formulate and adopt uniform rules for the grading of grain at terminal markets. The rules as adopted at this meeting were afterwards adopted by a number of inspection departments while others could not see their way clear to conform to the rules as adopted by the congress.

In June of this year the second congress convened when the objections to rules as adopted last year were discussed, a new set adopted and recommended to the consideration of the various inspection departments of the country.

In concluding I desire to thank the president and the members of the General Board for their wise counsel and express my appreciation of the many favors and courtesies extended me by the membership during the past year.

Treasurer Quinn's annual report showed balance on hand June, 1906, \$4,110; receipts, \$6,328.33; expenditures,

\$6,086.99; leaving a balance on hand of \$4,351.34.

The sec'y read the following report of the Comite on Resolutions, which was adopted:

Resolutions.

WHEREAS, The reinspection of grain at the time of unloading in terminals unfairly forces shippers to stand the deterioration of the grain during the long time elapsing between the day of arrival and the day of unloading; therefore, be it

Resolved, That we protest against this imposition and petition the central market exchanges to require buyers to refuse shipments within twenty-four hours or accept them on the basis of arrival inspection.

WHEREAS, Some terminal markets now dock each car received for shrinkage, which in our estimation is unfair and unjust; therefore, be it

Resolved, That we instruct our secretary to request the different weighing authorities to discontinue the docking of receipts.

WHEREAS, We have been entertained and instructed by the able paper and moisture tests of John D. Shanahan, expert in charge of grain standardization; be it

Resolved, That we thank Hon. James Wilson, secretary of agriculture, for having sent him and Mr. Shanahan for his interesting address and his demonstration of moisture tests.

WHEREAS, Our Fellow member, John J. Decker, of Menno, S. D., was called home by the drowning of his son; therefore be it

Resolved, That the officers of the association be hereby instructed to extend to him our heartfelt sympathy in his hour of grief.

WHEREAS, We have been entertained and instructed by the very interesting papers and address of the speakers who have favored us at this meeting; therefore be it

Resolved, That we tender each a hearty vote of thanks of the association.

WHEREAS, Death has robbed the Tri-State Grain Dealers' association of one of its loyal members, John H. Dickson, of Scotland, S. D., a man highly respected and loved; therefore be it

Resolved, That in deploring the loss of his fellowship we extend the sympathy of this association to his family, and have these resolutions spread on the minutes of this meeting.

Sec'y Quinn passed copies of the new warehouse receipt prescribed by chapter 230, General Minnesota Laws of 1907 and called attention to its provisions and told of the objections filed with the Railroad Com'n. The commission has decided that the form may be amended by the addition of the words: "Freight and terminal charges considered." [The form is reproduced on this page.]

J. M. Bennett: I consider the new law very unjust. I believe we should ask Chicago, Milwaukee, Minneapolis and Duluth to buy all corn, oats and barley on a dockage for dirt contained. I hope the ass'n will thresh this matter out here and take some action.

B. P. St. John: Why would it not be proper and fair that we be permitted to screen oats, corn and barley the same as wheat and flax. Can we not ask the Com'n to establish a dockage. The use of a No. 10 screen might be authorized to determine the percentage of dirt.

C. H. Leaman: We must beat this law or else it will beat us. We do not have to buy very dirty grain but surely the dirty grain is not worth as much as clean grain. I would like to see some action taken by this Ass'n. I move that a comite of three be apnt'd to confer with the Minnesota Rlrd & Warehouse Com'n, with a view to solving the buyers new problem under the new dockage law and that it be given power to act as it may see fit. Seconded and carried.

Sec'y Quinn read a letter from a Minneapolis Claim Bureau offering to collect shortage and other claims of members for 50% of the amt collected.

It has been suggested that the Ass'n establish a claim buro of its own and I think something will be done soon.

V. E. Butler of the Comite on Nominations reported the following nominees: President, F. E. Crandall, Mankato, Minn.; J. M. Bennett, Flandreau, S. D.; Governing Board: A. H. Wood and L. W. Gifford, Minneapolis; W. A. Forsaith, Hadley, Minn.; A. H. Betts, Mitchell, S. D.; H. H. Minthorn, Bradley, S. D.; E. P. St. John, Clear Lake, S. D.

B. P. St. John: We get reports of leakage on cars arriving in Milwaukee in bad order and often are able to collect from railroads for the losses, but we get no such reports from Minneapolis altho we suffer shortages in shipments to that market. We think the condition of car when bad should be noted on certificate of weight.

F. E. Crandall: Our experience is that we get many reports of bad order cars from Chicago and Milwaukee, but few from Minneapolis. Investigation in some cases has developed that the cars had arrived in bad order and it had been so noted on the books of the

weigher, but not given on the certificate. I think the Sec'y can investigate this matter and report to the members by letter.

Upon motion the Sec'y was instructed to include the Northern half of Minnesota in the Ass'n.

The Sec'y asked that members keep him in closer touch with their troubles and favor him with suggestions.

Adjourned sine die.

Convention Notes.

The only one to kick on the heat was Cool.

Jack Potts was the most popular night hawk in attendance.

All expressed themselves as well pleased with the crop prospects.

The best meeting the Ass'n has ever held. Over 100 shippers attended.

Mr. Nolan earned his money, but the boys took it away from him before morning.

The only souvenir distributed was a celluloid pocket rule by the Richardson Scale Co.

Milwaukee was represented by W. M. Bell, F. E. DeCelle, B. G. Ellsworth, C. F. Glavin, L. J. Hurlbut and J. A. Mander.

Some of those who tho't themselves fortunate in getting a room at headquarters upon retiring were angered to learn their mistake.

From Iowa were F. C. Ballard, Hawarden; P. A. Cummings, Rock Valley; M. King, B. V. Loosmore, J. H. McKeane and G. Terwilliger, Sioux City.

Working models of two automatic scales were exhibited. The Richardson by H. E. Godfrey and W. N. Goodman and the American Grain Meter by Robt. Craig.

No badges but the "23 Skiddo" identification cards and the ribbon streamers of the Chicago representatives which bore the legend: "Chicago at Sioux Falls, 1907."

The Grain Dealers Fire Insurance Co. was represented by I. C. King, B. J. Alley and H. W. Donnan. The Millers National Insurance Co. by H. M. Kiles and Geo. D. Kiles.

Chicago commission men in attendance were A. Gerstenberg, H. Hahn and F. O'Hearn of Gerstenberg & Co.; J. W. McCabe, reptg J. H. Dole & Co.; M. L. Vehon, reptg Rosenbaum Brothers; C. E. Timberlake, E. G. Cool, C. L. Douglas, F. McFarlin and J. Hayde.

From Minneapolis were H. R. Gertuleit, E. Cronan, F. L. Davies; Chief Inspector F. W. Eva; E. J. Fellow of Van Dusen-Harrington Co.; C. H. Leaman, J. G. McHugh, Sec'y Chamber of Commerce; G. W. Murfin; J. J. Quinn, C. S. Olds, and E. D. Knight of E. A. Brown & Co.; H. G. Sears; A. H. Vaughan.

Minnesota elevator men in attendance were F. F. Burdett, Chandler; G. Bothmke, Holland; V. E. Butler, Heron Lake; F. E. Crandall, Mankato; E. J. Dunbar, Beaver Creek; J. Engebretson, Kennett; W. A. Forsaith, Hadley; S. M. Granger, Adrian; J. P. Hull, Willmar; W. V. Herrington and D. C. Herrington, Pipestone; H. N. Kjergaard, Bruce; E. H. Moreland, Luverne; J. McGlin, Lakefield; E. P. Nelson, Willmar; H. Nicolin, New Prague; H. M. Parker, Hatfield; W. D. Parker, Woodstock; J. B. Scheier, Adrian; M. W. Smith, Heron Lake; G. K. Stevens, Ruthton; N. J. Steffen, Hol-

NAME OF FIRM OR ELEVATOR

No. Minn. 190 ..

Received of of Township

..... Bushels

No. (Minnesota Standard Weight)

to be stored and insured under the following conditions:

The maximum charges for receiving, insuring, handling, storing fifteen days and delivering grain is two cents per bushel.

Storage after the first fifteen days, one-half cent per bushel for each fifteen days or part thereof for the first three months, after that one-half cent per bushel for each thirty days or part thereof. If grain is cleaned at owner's request, one-half cent per bushel.

This grain has been received and stored with grain of the same lawful grade. Upon the return of this receipt and payment or tender of stated lawful charges accrued up to the time of said return of this receipt, the above amount, kind and grade of grain will be delivered within the time prescribed by law to the person above named, or his order, either from this elevator or warehouse or, if the owner so desires, in quantities not less than a carload on truck at any terminal point upon the same line of railway within this state, designated by said owner, where state inspection and weighing is in force; the grade and weight thereof to be determined by state inspection and weighing as provided by law.

NAME OF FIRM OR ELEVATOR

..... Bu. Lbs. Gross

..... Bu. Lbs. Dockage.

..... Bu. Lbs. Net.

Per Dockage shall not be taken on grain not subject to dockage by the rules of the State Grain Inspection Department.

land; B. P. St. John, Heron Lake; G. A. Tate, Balaton; G. B. Whitney, Beaver Creek.

President Crandall has appointed J. M. Bennett, Flandreau, S. D.; B. P. St. John, Heron Lake, Minn., and C. H. Leaman, Minneapolis, the comite to confer with the Railroad and Warehouse Commission.

South Dakota dealers in attendance included A. Alder, Vaugh; W. F. Alguire, Ellis; C. L. Atkinson, Canova; J. M. Bennett, Flandreau; F. E. Bushnell, Carson; A. E. Conner, Arlington; H. De Camp, Yankton; J. J. Decker, Menno; J. Doering, Parkston; J. M. Doyle, Delmont; I. S. Henjum, Hartford; C. E. Lyman, Alexandria; H. C. Leuth, Spencer; C. N. Monk, Viborg; W. T. Morton, Geddes; T. J. Morgans, Mitchell; T. J. Ryan, Alcester; G. Schaefer, Tripp; J. C. Schmidt, Colton; J. T. Scroggs, Beresford; G. H. Shannard, Bridgewater; H. F. Sheperdson, Gayville; E. L. Wendt, Canton, and S. Walters, Free-man.

Grain Standardization.

[An address by Mr. John D. Shanahan. Expert in charge, before the Tri-State Dealers Ass'n, Sioux Falls, S. Dak.]

In my several papers on the subject of grain standardization, I have endeavored to explain how and why the United States Department of Agriculture came to take up the investigation of the subject of grain grading and inspection; what it has learned; what it is doing and proposes to do in the matter. It seems hardly necessary, therefore, for me to go over this ground again except to bring to your attention the matter of the establishment of grain standardization laboratories at Minneapolis and Duluth, as well as St. Louis and New York.

The establishment and maintenance of the two former laboratories should be of interest and, I hope, of value to you gentlemen in the grain business in the states of Minnesota, North and South Dakota; and it is my earnest desire to place these laboratories, their proposed work and the aims of the general project of grain standardization before you in as true a light as possible, in order that the exact status of the work at the present time may be thoroughly understood.

In the first place this work is and was always intended to be purely a work of research with a view toward collecting such information and data concerning the commercial grades of grain and the grain trade generally as would eventually enable the Honorable Secretary of Agriculture to correlate the conclusions drawn therefrom with the existing commercial grades of grain and establish United States Government standards for grain grades.

This is entirely aside from the question of Federal grain inspection, and no attempt has been made to interpret the law under which the work is being carried on as carrying with it any authority to inspect and grade commercial grain, or to interfere in any way with the grain trade as it exists save, perhaps, to wield the moral influence of the Department of Agriculture toward a fair, intelligent, and honest use of the powers that the present inspection authorities now wield, and an endeavor to develop a sense of responsibility for the integrity of the grain grades of one market toward another, and to the producer and consumer of grains.

No tangible basis: Our investigations have shown that there is no real, sound, tangible basis that can be accurately measured for the grades of grain now in use, nor in many cases, even adequate authority in law for the powers assumed in the inspection of grain, which powers are largely wielded without regard to the interests of the producer or consumer of the same, except in so far as it is to the interest of the grain dealer in the large markets to do so.

The work now being carried on under the project of grain standardization is for the purpose of studying the general grain grade question and the values of the factors that do or should go to make up such grades, and to develop methods whereby these factors can be physically or mechanically measured. This work, so far as the

results are concerned, is largely in the future, although an important step in advance was made when Dr. J. W. T. Duvel and Prof. E. Brown, scientists in the Bureau of Plant Industry, developed and caused to be patented for the benefit of the whole people an apparatus for quickly testing the moisture content of grain.

This apparatus has been generally adopted for use in the handling and inspection of grain, and particularly in the inspection of corn, and one large handler of this last mentioned cereal told me a short time ago that, "If I could not replace the apparatus I am using I would not accept an offer of one thousand dollars for it."

There seems to be a wide and fertile field in the grain trade of the country for the development and use of, not only this apparatus, but also for apparatus for determining the other factors in grain grades that enter into their values.

Determining Dockage: One factor, in particular, which stands out prominently here in the Northwest being the need of an apparatus for accurately determining the "dockage" in your wheat, and it is one of the objects of this project to find ways and means for doing so. Some of the brightest minds in the Bureau of Plant Industry, of which there are many, are studying this question of grain standardization which interpreted in its simplest form means standardizing grain grades. Many men interested in the grain trade will tell you that the standardization of grain grades is not possible; some, from a want of intimate knowledge of the subject and some because their selfish interests are better served under existing conditions.

Inspection Conditions: In my former talks on this subject, I have endeavored to point out to the trade some of the weaknesses and inconsistencies prevailing under existing conditions of the grain inspection question in the different markets of this country and have told of a few of what seemed to be pretty raw and ugly conditions, some of which are the result of innocence or ignorance of wrong doing and some of which appear strongly to be the result of downright dishonesty.

Honest Inspectors: It is my privilege and pleasure to have a wide and intimate acquaintance among the grain inspectors of the United States and I wish it understood that, in my opinion, the great mass of these inspectors are honest, upright, and decent men. Feeling this to be true, I wish to make a plea for the honest inspector and try to show him to you in a light in which you can appreciate his present position.

Loosely Drawn Rules: Given a case where an inspector has for his guide a set of rules and specifications that are loosely drawn so much so as to create a suspicion that they were purposely so drawn and bristling with such terms as "reasonably," "fairly," "merchantable" or "unmerchantable" and "Not sound or clean enough for a higher grade."

Under such guidance the inspector is obliged to pass upon and be responsible,

morally or otherwise, for the grade of the producers' grain. The interests in this grain when it reaches market may be two or three fold and diametrically opposed to one another; market conditions may be such that a difference in grade may make a very wide difference in the price of the grain.

In the face of clamor, from possibly all these interests, he places a grade on the grain which is instantly attacked and questioned by at least one or more of these interests and usually the inspector's judgment, sanity, and even his honesty is sometimes questioned. Under conditions of this kind, what has the inspector that is tangible and beyond question to aid him in maintaining his position? Nothing but his experience, reputation for honesty, and his length of service, against which is arrayed, perhaps, the arguments and influence of men with equally good reputation for judgment, experience, and length of service in the grain business, but whose judgments, from the very nature of things, are necessarily influenced by selfish interests and who perhaps cannot be convinced that their judgment is not fair and honest from the standpoint of the producer or consumer of grain.

The grain inspector is usually recruited from among the people who cannot by any stretch of magnification be said to be wealthy, well to do, or independent, and depends for his living in most cases entirely upon the stipend paid him for his services.

He is usually barred by the rules of the institution by which he is employed from entering into or having anything to do with the grain business or grain deals, whatever, excepting in his capacity of grain inspector with the very obvious desire to keep his mind free and unprejudiced in that direction. This is as it should be, but this very desirable result is usually negated by his being obliged to be subservient to the orders and instructions of men who are actually engaged in the buying and selling of grain.

His opportunities for travel, observation, and the development of his intellect and the knowledge that should go with his calling are very meager. His knowledge and judgment and even his individual interests are often pitted against those of some of the brightest minds and intellects of our time, also against those of men whose moral sense has been dulled in fierce competition and a fight for money, and whose intellects at the same time have been quickened in consequence.

Under such circumstances and conditions, what does the grain inspector usually do when opposing interests such as I have described demand that he do one thing and his judgment and sense of honor demands that he do the opposite? What would you do under like circumstances? Is it a fair position to put a man in and expect him to do the square thing by all?

What can be the feelings of an honest grain inspector when the authorities under whom he is working advertise to the com-

Employees of Agricultural Department Identified With Grain Standardization Project.



From left to right: Emil G. Boerner, B. S.; W. P. Carroll, A. B.; B. S. A.; Clyde E. Leighty, B. A.; John D. Shanahan, Expert in Charge; J. W. T. Duvel, B. S.; D. S.; Leslie A. Fltz, B. S. C.; LeRoy M. Smith; C. A. Neal, A. B.

mercial world in their published grain rules and specifications that certain grades of corn shall be "dry" and regardless of this, instruct the inspectors to believe that the majority of these men are growing to feel more and more as time goes on that the factors of knowledge and experience in the grain inspectors are becoming less important and that they are appointed and paid for nothing so much as carrying out the wishes of the grain inspection authorities and signing certificates of inspection and that the exercise of their own judgment and independence of that is being more and more relegated to the background.

Minnesota Inspection Dept.: Having a more or less intimate knowledge in relation to the grain trade of this Northwestern country, I am aware of at least some of the criticisms that have and are being directed at the Minnesota State Inspection Department, some features of which a fair and impartial judge would no doubt conclude to be unfair by virtue of their being points that the department from lack of authority of law has no power to control. From a more or less intimate acquaintance with the authorities and officers of this institution, as well as its organization and methods, and without attempting to discuss in any way the quality of work performed by this department, I have no hesitation in saying that I believe in the honesty and integrity of the authorities and officers of that department, and that the organization itself represents the highest development of the present day grain inspection institution.

One point in which this institution has advanced beyond others of its kind is the use of scientific method and machinery, at the amount of dirt and foreign material, otherwise called "dockage" in wheat; yet these methods are not what they should be and the department would do well not to rest content with what has been achieved in this line. Given a tangible basis for their grades, sound and measurable methods for accurately determining same, criticisms against this department would, I believe, soon disappear; but so long as so many factors in the work are allowed to depend entirely upon human judgment alone, there is not much hope for better conditions.

Uniform Grain Congress: Conditions such as I have here endeavored to picture and explain have developed with and grown into the grain trade of this country and cannot be remedied or eradicated in a day or perhaps in a generation, but there are many signs of an earnest desire for improvements manifested from many quarters, an instance of which was the calling of the National Uniform Grain Grade Congress at Chicago last December. This call brought together a highly representative body of grain men from all over the United States where grain is an article of merchandise. It was my privilege to address this body, calling its attention to some of the weaknesses and inconsistencies of the present methods of grain inspection. That they recognized them as such, and admitted that they could and should be remedied was proven by the fact that after nearly a full week's earnest consultation and hard work this Congress promulgated a complete set of rules and specifications for grading grain on a strictly percentage basis and eliminating all indefinite terms. The results of its labors were thereupon recommended for adoption to the authorities of the several grain markets of the United States where institutions for inspecting grains were maintained.

Many of the rules and specifications agreed to by this Congress were in the light of my practical experience impracticable for use by the inspectors, and I was at particular pains to say before this Congress adjourned. Nevertheless, on various occasions these grades were afterwards proclaimed as my grades or grades based upon recommendations of the United States Department of Agriculture, while as a matter of fact, I had nothing to do with the technical construction of them beyond suggesting certain percentages of moisture as limits for corn grades. It was, however, gratifying to our project and I so informed the Congress, to find such a unanimity of opinion among such a representative body of grain men as to the desirability of grain grades on a definite percentage basis. I also told this Congress that in my opinion it had moved too fast and had formulated grades and specifications for grades on a basis of which they had not had sufficient knowledge from actual experiments, and that many of the grades

so made could not be practically used without improved methods and the development of proper apparatus for handling them and that the United States Department of Agriculture should have been allowed time and opportunity to work out these problems for them.

This Grain Grade Congress reassembled at Chicago during the past month for the purpose of revising the work of the December meeting. As a result of the work of this later meeting some critics have accused it of undoing all the good work that it did in December, but I feel that they did only what was to be expected under the circumstances, inasmuch as the attitude of the Department of Agriculture toward the question at issue was not clearly understood by the Congress at its December meeting; that some radical changes, both in the grades themselves and the maximum amount of moisture to be allowed in the grades of corn were made is true, but that it has left something tangible and definite in the measurable factor of moisture to be allowed in the grades of corn is to its credit and points to better things. Whether or not the specific amount of moisture allowed by the Congress in the corn grades is practical and workable remains to be seen. There is no question but that the amount of moisture in corn can be obtained in an entirely practical manner.

In conclusion, I beg again to remind you that the purpose of this grain standardization project is to study conditions in all parts of the country, particularly, those that relate to the marketing and inspection of grain, and from information and data thus obtained, to work out if possible a system of definitely measurable grades as well as apparatus and methods for fixing values of the factors that compose such grades, to wield the influence of the United States Department of Agriculture toward an intelligent, fair, and honest inspection of grain in this country, both for domestic and foreign use.

In doing this we need your help and assistance as well as that of other honest people in the grain business. You can help materially by sending to any one of the grain standardization laboratories, for examination, a sample of grain that you have shipped, are about to ship, that you may have in your warehouse, or on your farm, in order that we may make a study of it and furnish you with a report of our deductions and conclusions, all of which, we hope may lead to a better understanding and knowledge of values of grains. These reports will be rather simple at first, but will be added to from time to time as our knowledge of factors of the grades and

our ability to handle them increases. A two pound sample is preferred, but a smaller one will be reported upon.

These laboratories will each be in charge of a graduate of some college of agriculture, who is well acquainted with grains from seedling to harvest and who will be assisted so far as possible by a man who has had experience with the commercial side of grain, all of whom, either have passed or must pass a rigid Civil Service Examination in order to demonstrate his ability to intelligently conduct his part of the work. The laboratories will be located as follows:

Baltimore, Md., 206 Chamber of Commerce, in charge of Mr. C. A. Neal.
New Orleans, La., Board of Trade, in charge of Mr. W. P. Carroll.

St. Louis, Mo., 514 Merchants' Exchange, in charge of Mr. C. E. Leighty.

Minneapolis, Minn., 14 Chamber of Commerce, in charge of Mr. E. G. Boeiner.

Duluth, Minn., 306 Board of Trade, in charge of Mr. L. A. Fitz.

A laboratory will also be established in New York City. The location and name of the scientist in charge will be announced later. A research laboratory will also be established at Washington, D. C., Bureau of Plant Industry, Department of Agriculture, in charge of Dr. J. W. T. Duvel, the co-inventor, with Prof. Brown of the moisture testing apparatus, where the results of the work of the other laboratories can be collected and concentrated for review and use in developing methods and apparatus and ascertaining the true values of grain grades and the factors that enter into such grades. These laboratories as established, and the work of the whole project of grain standardization is for the ultimate benefit of the grain public who are welcome to use any or all of their facilities to their utmost capacity free of any fees or charges.

To the one time favored shipper the traffic manager of a railroad looks no bigger than a country station agent, since the enforcement of the Interstate Commerce act, cutting off rebates, midnight tariffs and other favors.

The pres. and secy. of the American Society of Equity at the recent Omaha meeting were voted salaries of \$5,000 each. For what? At this rate some of the farmers may conclude that the dollar wheat propaganda is costing more than it is worth.

New Officers Iowa Grain Dealers' Ass'n.



From left to right: Lee Lockwood, Des Moines; I. L. Patton, Newton; Pres. G. A. Stibbens, Red Oak; Sec'y Geo. A. Wells, Des Moines; Ex-Pres. J. A. Tiedeman, Sioux City; J. E. Jackson, Cedar Rapids, and M. Rothschild, Davenport.

Crop Reports

Canada.

Winnipeg, Man.—Crop conditions in southern Manitoba and Red River Valley do not promise much; rain held off too long and if the yield in Manitoba and Saskatchewan, where it is not too encouraging, averages about 10 or 12 bus. per acre it is as much as expected.—C.

Colorado.

Denver, Colo.—Dry land wheat crop will be short this season, only averaging 15 to 20 bu. per acre. Irrigated winter wheat will be good where the hail has not damaged it. Oats look fine, outlook is much shorter crop than last year, but better quality.—Longmont Farmers Mill & Eltr. Co.

Connecticut.

Bridgeport, Conn.—Hay has all been harvested here in fine shape. A splendid quality.—W. E. Terry.

Idaho.

Sweetwater, Ida.—Dry land storms on July 3 destroyed many thousand acres of grain and hay on Nez Perce Reservation, which is a big loss to farmers and business men. This year receipts of grain at Lapwai, Sweetwater, Caldwell and Culestac will be far less than last year. Sweetwater Sta. will be cut short of its yearly receipts to the extent of about 35,000 sacks. Outside of hail district crops are looking fine and a big yield is expected, farmers are busy haying, in about two weeks harvesting will be in full blast.—Peter Muench.

Illinois.

Sandoval, Ill.—Wheat oats hay good, corn backward.—H. R. Hall.

Indiana.

Auburn, Ind.—Oats damaged, wheat short and poor.—J. M. Carver.

Medarysville, Ind.—Will get $\frac{1}{2}$ crop oats. Crop improved, prospect slim.—C. E. Robinson.

Decatur, Ind.—Corn backward. Wheat improved, yielding fairly well. Oats good acreage.—J. S. McCrary.

Waterloo, Ind.—Wheat crop fair, oats uncertain, probably 40% to 50% of crop. Corn backward but promising.—D. L. Leas.

Wanatah, Ind.—Oats have not filled well and can not give more than one-half a crop. Corn is very backward. Wheat promises a yield of 20 bus.—S. D. Bailey.

Fort Wayne, Ind.—Oats are brown, discolored and spotted. Larger acreage than last year. Much wheat was plowed under and the ground sowed to oats. Consequently will be much mixed feed.—O. W. Tresselt.

Fort Wayne, Ind.—This is a feeders market so there is not much grain shipped out. General outlook for crops is fair. Oats 80%, wheat 80%, rye 85%, corn prospect 80%. Plenty of rain. Green house here but no damage.—H. E. Bash, mgr. Mayflower Mills.

New Lisbon, Ind.—The wheat crop in this locality has improved wonderfully. Farmers think it will make 18 to 20 bu. per acre and a good quality. Harvesting is being delayed by the wet weather. The oats have improved and will make a fair crop. No oats cut before the last day of the month.—Jno. Leahy, mgr. C. W. Mouch.

Iowa.

Larchwood, Ia.—Crops are looking very good in this vicinity.—Moreland & Shuttleworth.

Larchwood, Ia.—Crops of all kinds are looking fine here. Corn is a little backward but is catching up fast; with this weather we will have a bumper crop.—Farmers Mutual Eltr. Co. T. B. Martin, mgr.

Wilton, Ia.—Most of the barley and some of the oats are short; the bulk of the latter poor in quality. Corn fields on the clay hills between here and Tipton will not produce a half crop; but the general average will be much better; many of the fields are in fine shape; some 90-day corn is in silk. The hay crop is heavy.—E. W. Clark.

Plover, Ia.—At present the crop outlook is not very flattering. Raining every day, the ground is full of water and it is impossible to plow corn, which is very small and weedy for this season of the year. Some are trying to make hay but it is too wet. Some of the early oats will be harvested next week but will be a light yield.—Agt. DeWolf & Wells Co.

Kansas.

McPherson, Kan.—New wheat is coming in freely and is of fine quality making from 10 to 12 bus. per acre.—F. P. Hawthorne, mgr. McPherson Farmers Eltr. Co.

Ames, Kan.—The wheat crop is very spotted, in regard to yield; from 6 to 15 bus. per acre. Quality is good, testing 60 to 63. We have had no rain for four weeks and the corn is badly in need of moisture.—Wm. Augustine, agt. Baker-Crowell Grain Co.

Arcadia, Kan.—Threshing has commenced; both wheat and oats are turning out very uncertain, from 6 to 15 bus. per acre for wheat and 10 to 40 bus. for corn, the quality about as irregular as the yield. Farmers are disposed to hold for higher prices, none marketed yet. Some old corn in farmers hands being held owing to the uncertainty of the growing crop.—W. D. Konantz.

Kentucky.

Frankfort, Ky.—The acreage of corn is a little short of last year, owing largely to the unfavorable weather that continued too late in the season for preparation of much of the low land that would have been planted under favorable conditions. The condition of the corn crop is not up to the standard for the reasons stated and that much bad seed was planted and failed to germinate, causing a great deal of replanting and making the crop very irregular. The wheat crop improved materially during the month, but will fall short of an average crop. While the yield will be less than an average, the berry promises to be very fine. The prospective yield is 16 per cent less than the 1906 crop. Oats promise only about three fourths of the 1906 crop. Many counties report the crop almost a failure and only a few report a prospect for a full crop. Rye promises some better, but considerably below last year. Hemp is nearly up to last year in acreage and condition. Grasses are doing fairly well, considering the damage done by the army worm.—Hubert Vreeland, Commissioner of Agriculture.

Michigan.

Harbor Beach, Mich.—All crops light.—Dell McMann.

Albion, Mich.—Oats not extra. other crops good.—F. E. Nowlin.

Tecumseh, Mich.—Wheat fair, oats poor, corn late.—Moore Bros.

Brown City, Mich.—Oats poor, beans short, hay fair.—C. F. McGeorge.

Scotts, Mich.—Wheat 80%, hay 85, oats fair, corn prospect good.—W. E. White.

Vriesland, Mich.—Oats poor, wheat 75%, corn very backward.—S. Van Der Meer.

Williamston, Mich.—Oats poor; struck by blight and rust. Corn looks good.—J. H. Linn.

Morenci, Mich.—Corn very poor, wheat poor and smutty, oats very poor.—W. P. Miner.

Eaton, Rapids, Mich.—Corn prospect fair, oats fair, 4 times usual acreage, wheat 50%.—D. Blake.

Ashley, Mich.—Wheat is about 80% of a crop; hay 75%. Oats very poor, not over 50%. Corn fine, good stand and big.—James Ansley.

Lansing, Mich.—The estimated yield of wheat is 14 bus. per acre, of rye 14; and condition of corn 75; of beans, 91. Compared with a 5-year average the acreage of buckwheat is 83, of beans 96, of clover 79 and of timothy 88. The amount of wheat remaining in the possession of growers on July 1 is estimated at 1,250,000 bus.—Geo. A. Prescott, secy. of state.

Minnesota.

Ada, Minn.—Crops at present not very favorable, too much rain for this low land. Wheat and flax short and weedy. Oats and barley heading out, looking fair.—Thorpe Eltr. Co.

Welcome, Minn.—Oats are the principal crop raised for shipment. They are commencing to head and have improved fairly well in the last few days. Expect about 80% of an average crop of oats. Corn very poor, although coming out somewhat better since it stopped raining. Think that Southern Minn. will not have any corn to sell out of this year's crop.—A. Haagenon, Mgr. Welcome Farmers Eltr. Co.

Minneapolis, Minn.—We have had excellent growing weather for the past three weeks. Central Minn. and the Red River Valley promise better crops than last year. Southern Minn. and S. D. look as tho they would yield the same as last year. North Dakota promises fair crops except in the northwestern portion, where the prospects are much poorer yield than last year. The result as near as can be foretold, will be an increased yield of flax

and barley and a decreased yield of wheat, oats and corn, the total decreased bushels or tonnage being perhaps only moderately less than last year.—The Van Dusen-Harrington Co.

Missouri.

St. Charles, Mo.—Wheat is threshing out a fine quality and about as expected, 10 to 25 bu. per acre. So far fine weather for corn.—Home Milling Co.

Springfield, Mo.—The new wheat crop was reported of good quality and average yield by all the millers present at the annual meeting of the Southwest Missouri Millers Ass'n July 16, tho new wheat is coming in slowly.

Nebraska.

Trenton, Neb.—Harvest is in full blast here; winter wheat will probably average 15 bus. per acre. Spring wheat not so good. Corn very late, but growing fast at present.—C. M. Blanchard, mgr. H. C. Benedict & Co.

New Jersey.

Newark, N. J.—Corn very bad. Oats and hay fair.—N. Drake.

New York.

Oakfield, N. Y.—Wheat 90%, corn backward.—F. E. Osborne.

Weedsport, N. Y.—Grain outlook not good as last year.—H. S. Miller.

Penn Yan, N. Y.—Grain looks only fair. Hay fine.—M. W. Simonson.

Moravia, N. Y.—Oats poor, corn small, wheat good.—Chas. H. Springer.

Livonia, N. Y.—Two-thirds wheat crop, hay same, corn light.—S. E. Reynolds.

Holcomb, N. Y.—Condition of all crops excellent. Ontario county is this year's garden of Eden.—A. B. Norton.

Caledonia, N. Y.—Fifty per cent of the wheat acreage will yield 100% of a good average crop, 50% will not yield over half a crop. Oats light and small. Corn three weeks late but is growing fast with this warm weather. Hay is an average crop.—Wm. Hamilton & Son.

Buffalo, N. Y.—The new State wheat crop is about ready to harvest and though very late is in excellent condition and will yield well. The acreage is only fair. The weather has turned so hot, with a fair amount of moisture, that the belated spring grain crops are racing forward with prospect of being above the average yield unless unfavorable conditions return. The acreage will be small as a rule, tho the buckwheat crop bids fair to be large, so much plowed ground had to be left for that or nothing.—J. C.

North Dakota.

Cando, N. D.—Weather fine and crops are looking well but late, prospects favorable.—Harry Martin, Minneapolis & Northern Eltr. Co.

Ohio.

Sycamore, O.—All crops good but oats.—Dow Marguerat.

Montpelier, O.—Oats poor, corn poor, wheat 75%.—J. W. Pew.

Montpelier, O.—Corn backward, oats poor, wheat good.—J. Sifton.



The Crops—Say, We Seem to be All Right, After All.—Minneapolis, Journal.

Medina, O.—Oats 30%, corn 25%, wheat 85%, hay 75%.—S. J. Swain.

Canton, O.—Wheat fair, corn backward hard to judge.—E. L. Gehman.

Ottawa, O.—Corn looks good, oats questionable, wheat good.—James Harris.

Fort Recovery, O.—Two-third wheat crop, corn good, oats fair.—T. W. Clark.

Springfield, O.—We will have a moderate crop of wheat. Corn is improving.—W. E. Tuttle.

Gallon, O.—Wheat crop good. Oats not promising. Can't tell about corn.—Geo. White.

Bellefontaine, O.—Oats will make a fair crop. Wheat 60%. Corn prospect is good.—R. S. Kerr.

Rochester, O.—Corn and oats in bad shape. Oats turned red. Wheat good crop.—A. F. Morgan.

New Carlisle, O.—Wheat is all harvested. Oat crop is poor quality. Corn showing favorably.—J. B. Peffly.

Butler, O.—Oats very poor, corn may make good crop. Wheat below average, quality better.—A. W. Mishey.

St. Paris, O.—The oats yield is not large. Wheat will make about 1/4 crop. Corn prospect only fair.—F. D. Brubaker.

Bellefontaine, O.—Wheat is better than we anticipated. Think green bug is in oats tho no harm has been done.—Mr. Gebby, Kellar & Gebby.

Dayton, O.—Hard to get satisfactory crop reports. They are conflicting. Will have a big crop of oats sure. Corn only fair.—Geo. S. Schaefer.

Lewisburg, O.—Wheat here is being cut and promises to be of good quality and fair yield. Oats have improved 50% in the last two weeks.—C. W. Pontius.

St. Mary's, O.—Wheat has not ripened well. Oats has been damaged by something. Don't know whether it's rust, bugs, or blight.—Mr. Folk, Gorden Hauss & Folk.

Richwood, O.—If the weather continues favorable we are sure to have a good corn crop in this section. During the last week you could almost see the corn grow. Farmers are cutting wheat and most of it seems to be pretty good, heads are all well filled and good quality. Oats will be short crop for acreage although there are lots of good oats.—O. P. Lenox & Son.

Portsmouth, O.—The wheat harvest is about 10 days late in this district and farmers are not getting the yield they anticipated; the quality is very good. The weather for harvesting wheat was ideal; but owing to so much rain since, unless it stops, there will be much damaged wheat. The growing corn crop in the low bottoms is in bad condition, a good part having been drowned out in June and farmers are having a hard time tending the replant, and at this date (July 19) it looks like the water is going to get some of it again. The bulk of the corn in this section has been sold and it is very difficult to get sufficient corn to meet the demands.—Coburn Bros.

Oklahoma.

Covington, Okla.—The yield of wheat is light, owing to the ravages of the green bug.—J. R. Blair, mgr. Perry Mill Co.

Guymon, Okla.—Owing to the recent rains and a large percent of the wheat and oats in the extreme western part of Okla., being late, an over the average crop is being harvested, wheat from 10 to 20 bus. oats from 30 to 40 bus. Prospects for corn and other feed are good at present.—Hunt-Alexander Grain Co.

Pennsylvania.

Harrisburg, Pa.—Crop prospects encouraging.—J. W. Barker.

Union City, Pa.—Crops will average good as last year. Corn weedy.—E. B. Landsrath.

South Dakota.

Loyalton, S. D.—Crops looking good; we received a little rain just in time to save damage.—Hiram DeWolf.

Geddes, S. D.—Hailstorm south of here cut a strip of wheat and oats 3 miles wide and 15 miles long so no grain will be gathered.—W. T. Morton.

Texas.

Plainview, Tex.—Both wheat and oat crops short on account of the cold, backward spring.—The Plains Lumber & Grain Co.

Wisconsin.

Milwaukee, Wis.—Reports of damage to the oats crop thruout the state have been in quite frequently. The prevailing opinion is that the yield of wheat will not fall far behind the average of the preceding year.—C.

Mondovi, Wis.—Oats acreage about the

same as last year; green bugs are noticed in the oats. Barley acreage less than last year. Wheat acreage small, condition good. Rye larger acreage than last year, condition good. Hay in good condition.—S. N. Knudson.

Iowa Feeding Stuffs Law.

The Iowa law on commercial feeding stuffs which went into effect July 4 provides that every package of feed shall be labeled with the number of pounds; the name or brand; the name and address of the manufacturer, importer, dealer or agent; the place of manufacture; the analysis percentages of protein, fat and fiber; the true names of all of the ingredients; the name and percentage of any deleterious ingredient shall be plainly stated; the name and percentage of any diluent shall be plainly stated.

The term "concentrated commercial feeding stuffs" as used in the act includes alfalfa meals; dried beet refuse; ground fish scraps or beef; bean meals; dried blood; brewers grains; cerealine; cocoanut meal; corn feeds; oat feeds; barley feeds; corn and cob meal; corn bran; clover meal; cottonseed meal; germ feed; distillers grain; gluten meals; hominy feeds; linseed meals; malt refuse; malt sprouts; oil meals; oat bran; pea meal; rice meal and bran; rye bran and middlings; starch factory by-products; tankage; wheat bran, middlings, shorts and low grade; also condimental stock foods, patented proprietary or trademarked; but not hay, straw, whole seeds; unmixed meals made from the entire grains of wheat, rye, barley, oats, corn, buckwheat and broomcorn, nor wheat flours nor other flours fit for human consumption.

Before any feeding stuff is offered for sale the seller for use within the state for each brand shall file with the state food and dairy commissioner a certified copy of the statement upon the label and shall also deposit with the commissioner a sealed bottle or jar of not less than one pound with an affidavit that it is a fair average sample.

Before offering any feeding stuffs for sale in Iowa the seller must pay the state food and dairy commissioner an inspection fee of 10 cents per ton for each ton of such concentrated commercial feeding stuff sold or offered for sale (except that the manufacturer, importer, dealer or agent for any proprietary or trademarked stock or poultry foods in lieu of the inspection fee may pay the state commissioner a license fee of \$100 on or before July 15 each year) and shall affix to each lot shipped in bulk and to each package, a tag, to be furnished by the state commissioner, stating that all charges have been paid; provided that the inspection fee shall not apply to unadulterated wheat, rye and buckwheat bran, nor wheat, rye and buckwheat middlings, nor to wheat, rye and buckwheat shorts manufactured in Iowa. Tags shall be issued in denominations for packages of 25, 50 and 100 lbs. net. Any dealer who sells at one time to any other person one ton or more shall be held to have complied with this provision if he delivers to the purchaser the tax tags, even tho they may not be attached to the various packages.

The state food and dairy commissioner is authorized to sample any package in the presence of the party in interest, the parcel sampled representing not less than 5 per cent of the whole lot inspected, or the sample may be taken in the presence

of two witnesses. The sample shall be divided, one half being left with the party whose stock was sampled, the other half to be analyzed for comparison with the label. Any person purchasing feed may have an analysis made upon payment of a fee of \$1.

No person shall sell ground wheat or rye screenings containing cockle or other deleterious substances.

The penalty for violating any of the provisions of the act, or counterfeiting a tag or attempting to prevent an inspector from collecting samples is a fine of not more than \$100 and the costs of prosecution.

To enforce the act the legislature has appropriated not to exceed \$3,000 annually; and all fees shall be paid into the state treasury.

A pamphlet of 13 pages giving the full text of the law, with explanations, has been issued by H. R. Wright, food and dairy commissioner, Des Moines, Ia.

Corn 43 years old is claimed to have been planted this spring near Marion, Ind., and gave a fair stand.

The first shipment of wheat from Argentina to Mexico has arrived at Tampico. The cargo consists of 5,000 tons and is destined to Monterey.

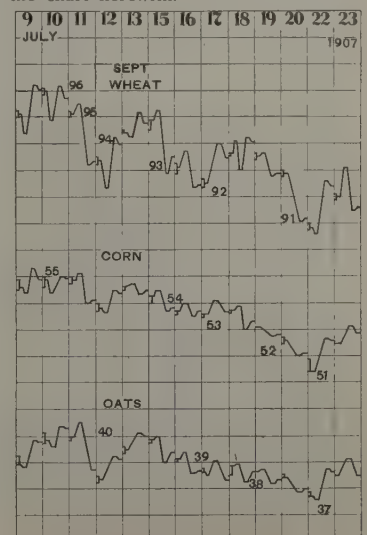
If one-half the Russian reports are true we are going to have a splendid demand for macaroni wheat from the Mediterranean markets.—Ames-Brooks Co.

H. W. Wiley, chief of the Bureau of Chemistry, Dept. of Agri., has ruled that rice coated with glucose, starch or talc must be labeled with names of the extraneous substances.

A reproduction of the sacrifice of corn which the ancients made to the goddess Ceres to insure favorable crops will be portrayed by a company of actors in the Eleusinian palace of the National Corn Exposition, Chicago.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for two weeks prior to July 24 are given on the chart herewith.



Grain Trade News

CALIFORNIA.

San Francisco, Cal.—Suit for alleged collusion in the sale of grain bags has been brot against the Southern Pacific Milling Co. and the directors of the prison bag factory. The milling company has been obtaining thousands of sacks for its customers by means of orders signed by patrons. Complainants question the authenticity of the applications thus made, which the company states were presented for the accommodation of smaller customers who chose to procure sacks thru the company.

CANADA.

Langham, Sask.—The Saskatchewan Eltr. Co. will erect an eltr.

Osage, Sask.—The International Eltr. Co. will erect an eltr.—C.

Fort William, Ont.—The British-American Eltr. Co. has taken in over 18,000-bus. of grain this season.

Govan, Sask.—The International Eltr. Co. is having an eltr. built here, and three others have been started for other companies.

Kemnay, Man.—The Kemnay Farmers Eltr. Co. will put a stone foundation under its eltr. and give the building a general overhauling. C. Payne will do the work.

Springfield, Sask.—The Imperial Eltr. Co. will erect a 40,000-bu. eltr. at this place, Crossfield, Alta., and one at Pipestone, Man., to replace the burned eltr. of the Northern Eltr. Co.—C.

Hartney, Man.—Coulter, Roper, Galgrath & Shepherd have bot the eltr. of the Farmers Eltr. Co. at this place for \$8,400. The British American Eltr. Co. is looking over the property with a view to buying the eltr.

The Dominion Grain Commissioners have visited several of the British markets and taken samples of Canadian grain arriving. At Leith recently they expressed themselves pleased with the condition of the grain shipped direct from Canada, and that there had been few complaints outside of Montreal.

CHICAGO.

Memberships in the Board of Trade are selling at \$2,850.

E. L. Glaser has returned from a six-weeks' sojourn at Atlantic City.

H. B. Beatty is now representing Requa Bros., covering the state of Iowa.

W. Scott Cowen, chief grain inspector, has announced his candidacy for Sec'y of State.

Ben E. Sincere, for years with John Dickinson & Co., is now connected with Charles Sincere & Co.

Hills-Benedict Linseed Oil Co., incorporated, capital stock \$100,000; incorporators, Charles F. Hills, Walter E. Schroeder and William F. Conklin.

P. A. Stephens, formerly with E. W. Wagner and G. P. McKenzie, is now with the Great Western Cereal Co., making his headquarters at Philadelphia.

The first arrivals of winter wheat of the new crop were two cars from southern Illinois and one from Missouri on July 13. Last year the first arrivals were two weeks earlier.

Final arguments on switching charges will be heard Aug. 20 by the Illinois Railroad and Warehouse Commission, after which the Commission will define switching charges and establish rates for the service.

Van Ness Bros. dissolved partnership July 15. Gardiner B. Van Ness, who will continue in the business, is well known, having been engaged in the grain business for many years, for several years as a member of the former firm of Van Ness & Wilson.

In the application by State's Atty. Healy and Henry S. Robbins, atty. of the Chicago Board of Trade, for a continuance of Judge Windes injunction restraining the railroads and the public warehousemen from ceasing to operate their eltrs. as public warehouses, Justice O. N. Carter of the Illinois Supreme Court heard argument July 18 and stated that he would announce his decision later. In any event the suit will come before the Supreme Court in October.

Applications for admission to membership in the Board of Trade have been made by Raymond Clare Baldwin, Philip Grede, William F. Weed. Application for transfer of membership has been made by James Albert Pollock, Richard Wagner, Benjamin S. Lang, Frederick P. Brockman, Allen B. Ellis, James F. McBurney, John F. Burwell. Members of the Board of Trade recently admitted are William C. Jackson, Louis A. Howard, Edward M. Flesh, Frederick P. Brockman, Lorenzo E. Hall, Benjamin S. Lang.

W. Scott Cowen, Chief Grain Inspector, reappointed yesterday by Gov. Deneen, packed up some personal belongings last night and departed for Carroll county to "see about it." The fight for the republican nomination for governor has opened in that county between Speaker Edward D. Shurtleff of the house of representatives and Gov. Deneen.—*Chicago Tribune*, July 17. In the meantime the grain trade will not be taxed for the Chief Inspector's keep at Chicago hotels. While he is at home he must pay his own board. When the grain trade wearies of being taxed to maintain a political machine it may test the constitutionality of the law.

Baseball games for charity have been arranged between the Chicago Board of Trade and the Minneapolis Chamber of Commerce. The first game will be played at the south side ball grounds, 39th street and Wentworth avenue, on July 27, and a return game will be played in Minneapolis on Aug. 10. Among the active promoters of the game are Joe Griffin, Harry Avery and C. F. Hanson. Subject to change, the present line-up is as follows: James R. Dalton, manager; Henry McClean, captain; Kenneth Mitchell, catcher; Clarence Cole, pitcher; Horatio K. Florentine, third base; Samuel H. Greeley, second base; Louis Bonstedt,

catcher; Harry B. Kempner, catcher; Gustave T. Schultz, right field; Al Kramp, center field; Louis Vehon, left field; Art Howe, second base. The Minneapolis Team is composed of H. J. Hollister, star rooster; Hub Owens, catcher; R. J. Johnstone, left field, manager; Frank McCarthy, center field; B. McKinnon, right field; Edgar Hanson, pitcher; Hugh Hughes, second base; P. Getchell, shortstop; Jimmie Frazier, mascot. A delegation of enthusiasts is expected to accompany the Minneapolis players. The game at Chicago is under the auspices of the Chicago Bureau of Charities and the proceeds will go to the Chicago Daily News fresh air fund.

The grain committee of the Board of Trade has made the following recommendation to the directors "that application be made to the railway and warehouse commissioners of Illinois to have the inspection department furnish, in addition to the regular inspection certificate, a correctly drawn sample of the grain in each car inspected, the sample being identical with the one by which the grain is inspected, and that it shall make for this service a charge of 15c per car, the same as now is made by the receivers' agents on the majority of the railroads, and that the inspection department shall also furnish with these samples the railroad notice, as is now done by the receivers' agents; also, that a duplicate sample of every car of such grain as would be known as "line" grain, or about which there could be any question as to the grade to which it is entitled, be sent every morning as soon as the grain is inspected, to the office of the chief inspector, there to be carefully examined by the supervising inspector, the grade corrected, if incorrectly inspected, and the receiver notified on change at once whenever a change in grading is made." The directors of the Board have approved the new regulation.

IDAHO.

Sweetwater, Ida.—The Kettenbach Co. and Vollmer-Clearwater Co. are repairing their eltrs. damaged by the storm.—Peter Muench.

Lapwai, Ida.—The Vollmer-Clearwater Co. is starting to rebuild its warehouse which went down during the storm on July 3.—Peter Muench, Sweetwater.

Vollmer, Ida.—The Vollmer-Clearwater Grain Co. has erected two large warehouses, 50x250 ft., and the Kettenbach Grain Co. one of the same size.

ILLINOIS

Eden, Ill.—Charles F. Holt has bot the eltr. of B. H. Holt.

Prentice, Ill.—The farmers near this place will erect an eltr.

Decatur, Ill.—The Suffern-Hunt Starch Co. has changed its name to Decatur Cereal Co.

Benson, Ill.—James Shields has let the contract to H. Lesch & Co. to erect a \$10,000 eltr.

Springfield, Ill.—George J. Kern, pres. of the Eltr. Milling Co., died July 20. He was 79 years old.

Bryant, Ill.—The Bryant Eltr. Co. has been repairing its eltr. and getting ready for the fall harvest.

Gillum, Ill.—Frank Supple, of Bloomington, has bot the eltr. from R. M. Hall, of Downs, for \$7,000.

Junction, Ill.—M. F. Strickland and J.

C. Cook formed a partnership and will buy grain here this season.

Rapatee, Ill.—Herburg & Adams have bot the eltrs. of Woods Bros. & Co. and N. F. Nelson.—Hummel Bros., London Mills.

Kincaid Sta., Christian P. O., Ill.—Twist Bros. are preparing to buy grain. Scales have been put in at the proposed new eltr. site.

Bloomington, Ill. — Baldwin-Walker-Tankersley Co., incorporated, capital stock \$25,000; incorporators, R. C. Baldwin, W. F. Walker and M. L. R. Tankersley.

Arrowsmith, Ill. — The Arrowsmith Grain, Coal & Lumber Co. will replace its old eltr. with a modern house of 35,000 bus. capacity.

Penfield, Ill.—The eltr. of Bear & Hadden was struck by lightning June 30 and burned. Several thousand bushels of grain was destroyed.

Cisco, Ill.—F. S. Wellupp will turn over his business interests to his son Carl. Mr. Wellupp will move to Decatur and take life easy.

Atterberry, Ill.—D. W. Frackelton of Petersburg has bot the eltr. at this place, which has been idle for the past year. Garret Cassens is manager.

Kilbourne, Ill.—The Kilbourne Grain Co., incorporated, capital stock \$2,600; incorporators, George Scheuering, Frank Baker and Morrison Sinclair.

De Kalb, Ill.—Terwilliger & Co.'s old grain eltr., which was out of commission for some time, has just been torn down. This eltr. was built about forty years ago.

Taylorville, Ill.—M. D. Schmitt, of Lowry City, Mo., has bot the eltr. of A. Ritscher thru the U. S. Brokerage Co., and is out of the grain business for a time.

Glenavon, Ill.—The new 30,000-bu. eltr. of the Glenavon Grain and Mercantile Co., on the Ill. Central R. R., is nearing completion. W. H. Wenholz is doing the work.

Fairland, Ill.—William Murphy has been appointed as agent for Bartlett, Kuhn & Co. The company has started rebuilding the office which was burned recently.

Vernon, Ill.—H. R. Hall recently purchased an old eltr. at this point and has torn it down, replacing it with a warehouse. He will build an eltr. if grain conditions seem to justify.

Longview, Ill.—P. T. Madigan will succeed John H. Dole as buyer for the National Eltr. Co. of Indianapolis, Ind., at this place Aug. 1. Mr. Dole will move his family here.

Peoria, Ill.—Chas. McJunkin, agt. at Spring Bay for the Smith-Hippen Co., who was caught at Winona, Minn., has been bound over to the grand jury on the charge of having embezzled \$2,000.

Melvin, Ill.—While Charlie Rowcliff was playing in one of the eltrs. here he fell 60 ft. into an empty bin, breaking his arm and leg in two places and fracturing his skull. He died in two hours.

Tremont, Ill.—Joseph Hayward, Jr., who has been in charge of the grain office here, has gone to Cropsey to take charge of the eltr. of Hayward Bros. His brother James has succeeded him here.

Abingdon, Ill.—The eltr. of J. H. Dole & Co. is completed, with Johnny Robertson as mgr. The dump has been lowered,

making a level drive instead of the usual steep incline. New Fairbanks Scales have been installed.

Beardstown, Ill.—Schultz, Baujan & Co., millers, have contracted for 200,000 bus. of wheat from growers, and not being able to sell flour for forward delivery as usual, have sold against the contracts at Chicago.

Pesotum, Ill.—Joseph Gilles bot the one-half interest of F. R. Ludwig in the eltr. of Kleiss & Ludwig. He also bot Mr. Ludwig's house, paying in all \$9,000. Mr. Ludwig will go to Staley to operate the eltr. which he bot there of B. P. Staley.

Le Roy, Ill.—William F. Crumbaugh has bot the eltr. of Simeon Crumbaugh for \$20,000. The eltr. has been operated by Coon Bros. the past season, who will give possession at once. Mr. Crumbaugh will take charge and run the eltr.

Springfield, Ill.—The Sangamon County Circuit Court on July 19 held that a state's attorney has the power to institute rate discrimination suits under the statute, and that the power is not vested exclusively in the state railroad and warehouse commission.

Highland, Ill.—A. H. Labhardt, mgr. of the F. M. B. A. E. Co., was burned about the face July 5 in an effort to start a stubborn gasoline engine. The igniter failed to work, and while he was investigating the cause the charge exploded. He was fortunate not to lose his eyesight.

Monticello, Ill.—Mansfield & Co. bot the eltr. of the Knight Grain Co. on the Wabash tracks and are replacing a new eltr. on the same site. This firm bot the eltr. that was known as the Park Eltr. on the I. C. Ry., remodeled it and will use it during the construction of the new one.

Fulton, Ill.—G. W. Damon, mgr. of the Fulton Eltr. Co., is at present in Minnesota looking over the construction of a number of eltrs. being built for E. A. Brown of Luverne, Minn. J. C. Snyder, who has a warehouse here, is looking after the interests of the Fulton Eltr. Co. during Mr. Damon's absence.

Decatur, Ill.—The court has given judgment for \$3,371 against G. H. Spannagel, John M. Roberts, James Brandenburg, Beatrice and Orin Kellogg in favor of Geo. L. Treat, receiver of Godwin & Kellogg at Alexander, Minn., in his suit to recover the proceeds of a sale of an Illinois eltr. in a trade for certain lands.

Carrollton, Ill.—Hussey & Co., Mr. I. L. Lemmon of Elmore & Lemmon and the Advance Flour Mill Co. have reorganized under the name of Advance Mill & Eltr. Co. Capital stock, \$7,000; incorporators, John M. Shaw, Sidney Adler and Leo Schoenbrunn. We are the successors to the Advance Flour Mills.—Advance Mill & Eltr. Co.

Springfield, Ill.—A committee of the Illinois Grain Dealers Ass'n composed of E. M. Wayne, of Delavan; J. E. Hawthorne, of Bloomington; Geo. W. Mills, of Wapella; John R. Williams, of Colfax, and Sec'y S. W. Strong, of Pontiac, called upon the Illinois State Railroad Commission July 17 to urge the establishment of rules for the equitable distribution of cars among grain shippers. It was decided that the grain dealers should frame a rule and submit it to the Commission for consideration.

Beardstown, Ill.—At a local meeting of grain elevator men July 16 the liability

of the country elevator man to the farmer for grain stored in his elevator under the new Illinois law was discussed at length, but no one seems to have definite information regarding its provisions. The new laws are being printed by the Sec'y of State, but it will be some time before they are ready for circulation. Elevator men should refuse to receive any grain for storage until they have had a chance to get posted on the law's requirements.

Bloomington, Ill.—Abel Brooks & Co. expect to build three eltrs., beginning Aug. 15, on the new cut off of the C. & A. R. R. out of Bloomington. The stations will be named after the warehouse commissioners. Each of the three eltrs. will be equipped with 25-h.p. Fairbanks-Morse Gasoline Engines, steel frame wagon scales, combination Webster Shelter and Cleaner in cupola. Provision is also made in each to carry 2,500 bus. of ear corn. The buildings will be cribbed construction, ironclad, strictly up-to-date. The company also will build a 5,000-bu. eltr. studded, ironclad, equipped with a 6-h.p. Fairbanks-Morse Engine and wagon scales on the same road. The Burrell Engineering & Construction Co. has the contract to erect the four eltrs.

INDIANA.

New Haven, Ind.—Travis & Emmick have equipped their eltr. with new belting thruout.

Auburn, Ind.—H. C. Hoodelmeier has recently equipped his eltr. with new buckets and belting.

La Grange, Ind.—William Hawk has the wall done for his eltr. and expects to be ready for the new grain.

Wadena, Ind.—Tom Hartley has succeeded his brother, H. E. Hartley, as mgr. of the Wadena Gr'n Co.

Urbana, Ind.—W. A. King has installed a complete equipment of machinery in his eltr., including a new boiler and grinders.

Logansport, Ind.—We succeeded the Johnson Eltr. Co. and there is no firm of Butler Bros. or Bishop Bros.—Bishop Eltr. Co.

Remington, Ind.—H. E. Hartley, formerly mgr. of the Wadena Gr'n Co., at Wadena, Ind., is now mgr. of the Rich & Harrington eltr. here.

Plymouth, Ind.—The Plymouth Grain Co., incorporated, capital stock \$10,000; incorporators, Henry A. Shambaugh, Frank W. Bosworth and Clinton A. Bondurant.

Monroe, Ind.—The Monroe Grain, Hay & Milling Co., incorporated, capital stock \$10,000; directors, John Rich, William H. Graham, Marion L. Oliver, Peter Ruit and John P. Nussbaum.

Frankfort, Ind.—The Frank Kelley Grain Co., incorporated, capital stock \$15,000; incorporators, Frank Kelley, C. W. Mollett and William Frank. The company will operate the eltr. recently purchased by Mr. Kelley of J. T. Sims & Son.

Sullivan, Ind.—John P. Allen, John H. Wright, James H. Welton and B. F. McCoy have bot the mill and eltr. at Sullivan of E. S. Crouder, and his eltrs. at New Lebanon and Merom Junction. The company will be incorporated as the Sullivan Mill & Eltr. Co.—J. P. Allen, Wheatland.

Kentland, Ind.—McCray & Morrison Co.'s transfer eltr. is being remodeled by W. H. Wenholz. The cupola is being

raised 20 feet and three additional stands of eltrs. with 7x16 buckets, a new grain purifier and drier will be added. A new rope drive will also be installed. Machinery will be supplied by Weiler Mfg. Co.

Morocco, Ind.—The Morocco Gr'n Co., composed of W. E., F. C. and J. D. Rich and T. J. Harrington, has bot the 25,000-bu. eltr. of E. Jones on the C. & E. I. R. R. and will operate it in conjunction with the eltr. at Percy which it bot of C. W. Hartley. The same men own the Goodland Grain Co., and will continue to make their headquarters at their large transfer eltr. in Goodland.

Grass Creek, Ind.—O. Gandy & Co., of South Whitley, Ind., have their new plant completed. The eltr. is of frame-work under cribbed bins, with corn crib attached, total capacity 31,000 bus. The equipment includes two wagon dumps, No. 2 U. S. Sheller, No. 7 Monitor Combined Cleaner, 800-bu. Buffalo Hopper Scale, steam engine and boiler. Fred Friedline made the plans and erected the house.

Muncie, Ind.—The demurrage law is being tested by the Indiana Bridge Co., of this city, which demanded of the Pennsylvania Railroad a credit on its freight bill of \$5 per day, as provided by the new law, for each car delayed and not moved at the rate of 50 miles per 24 hours. The shipper has complained to the state railroad commission. The road alleges that the business is interstate and that the Indiana law does not apply.

There seems to be universal dissatisfaction in Indiana over the pure feed law, which requires all feed to be tagged with analysis of composition. It is said the law referring to stock feed was inspired by the feeders, but inquiry among them has failed to elicit any complaint concerning conditions that prevailed before the law was passed. Evidently politicians with the good of the "dear people" at heart have satisfied an insatiable desire to do something.

Earl Park, Ind.—Caldwell & Barr are rapidly completing their new 25,000-bu. eltr. on the C. I. & S. R. R. The new eltr. is 2 1/4 miles west of Earl Park and is intended to be the company's principal shipping point during the annual car shortage period. The plant is being well equipped with hopper scales, corn and oats cleaners, dust collector, 2 stands of eltrs., grain purifier, bleacher and cooler, and steam power plant. It is expected to have the plant completed by Aug. 15. The plans were made by Fred Friedline, who also has the contract.

INDIAN TERRITORY.

Council Hill, I. T.—The Council Hill Grain Co., incorporated; capital stock \$6,000; incorporators, Thomas Duncan, J. V. Fener, Mrs. Amanda Duncan and Mrs. Blanche A. Fener.

IOWA.

Whiting, Ia.—F. E. Smith has succeeded Elliott & Son.

Truesdale, Ia.—The Skewis Grain Co.'s eltr. was recently burned.

Gruver, Ia.—The Farmers Eltr. Co. has bot John P. Coffey's eltr.

Rock Rapids, Ia.—The Farmers Eltr. Co. intends to enlarge its eltr.

Sioux Center, Ia.—Geo. Terwilliger has sold his eltr. to Peter Winkel.

Dows, Ia.—The Farmers Grain & Lum-

ber Co. has bot the eltr. of Klemme Bros.

Swea City, Ia.—The Farmers Eltr. Co. has bot Kruse & Son's eltr. on the Rock Island.

Radcliffe, Ia.—I have traded my eltr. at Radcliffe for one at Ionia.—H. C. Hamilton.

Davenport, Ia.—The Corn Products Co. will erect an additional warehouse and can factory.

Dallas Center, Ia.—I have bot the eltr. which I formerly operated under lease.—Robt. Whitaker.

Kingsley, Ia.—It is said that T. S. Cathcart & Sons are thinking of erecting a terminal eltr.

Milford, Ia.—We were succeeded by W. D. Paton at Milford.—Moreland & Shuttlesworth, Larchwood.

Dixon, Ia.—John Dammann & Co.'s eltr. has been completed by the Younglove Construction Co.

Otranto Sta., Ia.—I have succeeded the Hunting Eltr. Co. at this place.—N. E. Fedson, St. Ansagar, Ia.

Woden, Ia.—The Farmers Incorporated Society has bot the eltr. of the Ober-Kingsbury Co. for \$3,500.

Runnells, Ia.—We have changed the main office from Runnells to Martinsburg, Mo.—R. W. Taylor & Co.

Schaller, Ia.—The Western Eltr. Co. has let the contract to J. C. Spangler of Gowrie for the erection of its eltr.

Dedham, Ia.—M. Slife is overhauling his eltr., installing concrete floor and new steel frame wagon scale.

Sioux City, Ia.—Al McKendrick has succeeded J. H. McKeane as Sioux City manager for the McCaull-Dinsmore Co.

The provisions of the new law regulating the labeling and sale of feeding stuffs are given elsewhere in the Journal.

Little Rock, Ia.—Geo. Terwilliger of Sioux City will add a 20,000-bu. oat bin to his 18,000-bu. eltr. here on the Rock Island.

Ireton, Ia.—H. H. Dwight has sold his 10,000-bu. eltr. here and his 17,000-bu. eltr. at Westfield, Ia., to the Perry Eltr. Co., of Wakonda, S. D.

Rock Valley, Ia.—H. H. Dwight has sold his 15,000-bu. eltr. here and his 12,000-bu. eltr. at Inwood, Ia., to A. H. Betts of Mitchell, S. D.

Davenport, Ia.—L. T. Dow recently was elected director of the Davenport Eltr. Co., to take the place of Chris Hagedorn, deceased.

Burlington, Ia.—The Burlington Railroad Eltr. will be reopened by the Armour Grain Co. with B. J. Tobin as general superintendent.

Green Mountain, Ia.—The Farmers Eltr. Co. has let the contract to the Younglove Construction Co. for the erection of its 20,000-bu. eltr.

Sioux City, Ia.—The new cleaning and transfer eltr. being erected here by the Commercial Club is expected to be ready to receive grain by Oct. 1.

Nevada, Ia.—We have bot the eltr. of Shaw & Binder, at Colo, Ia.; and the business will be conducted under the name of K. R. Frazier & Co.—Frazier & Son.

Dyersville, Ia.—The eltr. built here in 1868 by Judge Dyer has been razed. It was the first structure of its kind built here and was very large and completely equipped.

Green Mountain, Ia.—Homer S. Thomas will erect a \$4,000 eltr. to be

ready for grain Aug. 20. It will have a capacity of 25,000-bu. Jay Nason will do the work.

Marshalltown, Ia.—The eltr. here on the Iowa Central R. R. is the private property of E. D. Hamlin and is run under his name and not by the Warren Commission Co.

Fonda, Ia.—A company of farmers has organized here and purchased the eltr. of Frank Turner, who recently succeeded the Warren Grain Co. The farmers took possession July 13th.

Bennett, Ia.—John Damman & Co.'s eltr. is being repaired and a new cleaning machine is being installed. The eltr. is being built 30 ft. higher at a cost of \$8,000, including an engine of 55 h. p.

Toeterville, Ia.—We are building a 15,000-bu. modern eltr. addition to our present eltr., which will give us a total capacity of 40,000 bus. L. O. Hickok is doing the work.—John Mundt & Son.

Hedrick, Ia.—The M. F. Broadwell Lumber Co. has made arrangements with the Burrell Engineering & Construction Co. to build it a 10,000-bu. cribbed, iron-covered eltr. A 6-h. p. Fairbanks-Morse Gasoline Engine will furnish power.

Cushing, Ia.—Conger & Ball have incorporated as Conger, Ball & Co., and bot M. L. Crowley's eltr. at Galva; the Northern Grain Co.'s eltrs. at Schaller, Sac City and Arthur. Headquarters will probably be at Sac City.—W. A. Ball.

Larchwood, Ia.—Moreland & Schuttlesworth have bot the eltrs. of the Soo Eltr. Co. at this place, Granite and Shindlar, S. D. The headquarters of the new firm will be Larchwood with Mr. Moreland as mgr.—Farmers Mutual Eltr. Co., T. B. Martin, Mgr.

Sioux City, Ia.—M. T. Shepherdson Co. has bot the office fixtures of Ware & Lealand here and at Sioux Falls, S. D., and will act as their correspondent. J. H. McKeane, formerly of Sioux City, mgr. for the McCaull-Webster Co., is now with the Shepherdson Co.

Sioux City, Ia.—The Mystic Milling Co. has remodeled the old oatmeal plant, re-equipped it with separators, cleaners and clippers and will operate it as a cleaning and transfer eltr. It is so located as to have access to all lines of railroad.

Guernsey, Ia.—John Swecker is having plans made by Fred Friedline for an eltr. of 12,000 bus. capacity to take the place of the old house which Swecker Bros. are taking down. The house will be equipped with sheller and cleaner and have gasoline power.

Dedham, Ia.—B. H. Shute died July 10 at his residence at Coon Rapids. Mr. Shute had been operated upon by surgeons at a Des Moines institution, and had so fully recovered that he left to attend his daughter's wedding, but rapidly grew worse. His remains were interred at Coon Rapids on July 12.

Wapello, Ia.—E. B. Cook of this place, A. A. Cook and B. L. Cook of Linneus, Mo., have bot the Story City branch eltrs. of the Warren Commission Co., including the eltrs. at Roland, McCallsburg, Zeiring and the transfer house at Marshalltown. They will operate them in connection with the eltr. here as Cook Bros. Grain Co.—E. B. Cook.

Luverne, Ia.—Owing to ill health C. E. Phillips has resigned his position with the Peavey Eltr. Co. to get away from the care and work. His successor as mgr. is Mr. Maxwell. Mr. Phillips be-

gan work for the Peavey Eltr. Co. at this point 11 years ago and has built up a large trade in grain, coal, flour and feed, which has been ever on the increase. The company is operating now under the name Duluth Eltr. Co. instead of Peavey Eltr. Co.

KANSAS.

Rock Creek, Kan.—Henry Schaffert has bot the eltr. of C. S. Hunter.

Clare, Kan.—Billy Jarbo has let the contract for the erection of an eltr.

Pratt, Kan.—The Farmers Union Grain & Coal Co., incorporated, capital stock \$10,000.

Kinsley, Kan.—The Garfield Co-operative Association is erecting an eltr. to cost \$3,100.

Anson, Kan.—Stoyton Bros. have succeeded Smith, Klock & Co.—Agt. Smith, Klock & Co.

Wichita, Kan.—The first load of new wheat of this crop was delivered July 10 to the Red Star Mill & Eltr. Co.

Wichita, Kan.—The Otto Weiss Stock Food Co. has decided to build another eltr. on account of the growing business.

Uniontown, Kan.—We have succeeded Goodlander & Konantz. The company is the same as it always has been.—Konantz Lumber & Grain Co.

Hoyt, Kan.—John McClune, of Carlton, Kan., has bot the eltr. of S. J. Thompson and will take possession Aug. 1. Mr. McClune will move his family here.

Topeka, Kan.—W. L. Taylor has practically closed the contract with the Bank of Topeka whereby the mill built thru his efforts will be turned over to him for management.

Tonganoxie, Kan.—W. T. Kemper, of Kansas City, has taken the milling plant of the Tonganoxie Milling Co. in exchange for some valuable residence property in Kansas City.

McPherson, Kan.—The McPherson Farmers Eltr. Co. has bot the eltr. of T. C. Dick on the M. P. and are having it put in order to handle the new crop.—F. P. Hawthorne, mgr. McPherson Farmers Eltr. Co.

Topeka, Kan.—The state railroad commission has issued an order designating Kansas City, Kan., and Argentine, Kan., as freight terminal points, and requiring the publication of rates to those points from all stations in Kansas.

E. J. Smiley, secy. of the Kansas Grain Dealers Ass'n, is temporarily residing at Excelsior Springs, Mo., in the hope of regaining his strength. His many friends in Kansas will join in a fervent prayer for his early restoration to health.

Topeka, Kan.—The report of the state grain inspection department shows that during the month of June the department inspected 1,840 cars of grain, reinspected 31 and weighed 2,109 cars. The total of fees taken in for the month is \$1,423.

Arkansas City, Kan.—The county attorney has issued warrants for the arrest of the manager of the Midland Grain & Stock Co. bucket shops at this city and Winfield. W. C. Brownson is charged with running a bucket-shop for the Christie Grain Co.

Topeka, Kan.—Jolley & Blanchard have engaged in the grain business here. E. M. Jolley was for five years employed by the J. Rosenbaum Grain Co.; and A. G. Blanchard, the other member of the firm, has been engaged in the grain business at Bennington.

Topeka, Kan.—H. M. Hickman of Wellington, who was formerly in the milling business, has furnished the attorney-general with a deposition giving information on the price making agreements by the Millers Ass'n, which the attorney-general contemplates prosecuting.

Stafford, Kan.—The Larabee Flour Mills Co.'s plant was burned July 4. The fire is thought to have started from a hot box in the wheat cleaning department. This makes the third time this company has been visited by fire. The loss on the plant is \$140,000, with \$110,000 insurance.

Andale, Kan.—The Otto Weiss Stock Food Co., of Wichita, Kan., will erect an eltr. here to be ready for the large corn crop. G. F. McCurley is making the plans for a house of 18,000 bus. capacity. It will be equipped with one stand of elevators and a McLeod Automatic Scale of a capacity of 1,000 bus. per hour. Power will be gasoline.

Wichita, Kan.—We have succeeded the Kansas Mill & Eltr. Co. The company is composed of W. F. McCullough and E. M. Flickinger. Mr. McCullough has for the past six years been with the Hall-Baker Grain Co. of Kansas City. Mr. Flickinger has had a number of years experience in the grain and milling business in Kansas and Oklahoma, and has recently been manager of the Kansas Mill & Eltr. Co.—Tri-State Grain Co.

Atchison, Kan.—The Antle-Linley Grain Co. is having plans made by Fred Friedline for a 35,000-bu. eltr., cribbed from the ground up, and covered with galvanized corrugated iron. The equipment will include large receiving leg and sheller, track scale, wagon dump and legs, with a corn cleaner in the cupola and automatic weighing machines of large capacity. Electric motors will drive the machinery. Construction is to be begun without delay.

Wichita, Kan.—In the complaint by the Farmers, Merchants & Shippers Club against the Santa Fe, Rock Island and other lines, alleging undue discrimination against the interior shipping points in favor of Kansas City, Mo., in the rates on grain for export and to Texas, the Interstate Commerce Commission on July 20 decided that the rates to Galveston and to various destinations in Texas are unreasonable and ordered reductions ranging from 3 to 5 cents per 100 lbs.

KENTUCKY.

Corydon, Ky.—The mill and eltr. of the Corydon Milling Co. was burned July 7. The loss is about \$10,000, with \$5,000 insurance.

Glendale, Ky.—The Glendale Grain Co.'s new 40,000-bu. concrete eltr. designed by Veatch & Watson, has nearly been completed by the Southern Roofing & Paving Co.

Hardinsburg, Ky.—The 20,000-bu. concrete eltr., designed for T. J. Hook by Veatch & Watson, has nearly been completed by the Southern Roofing & Paving Co.

LOUISIANA.

Bogalusa Sta., Washington P. O., La.—Bruches & Finkelstein have bot the grain business of J. R. King.

New Orleans, La.—W. P. Carroll has taken charge of the government grain grading and moisture testing laboratory, in place of C. E. Leidig, who has been transferred to St. Louis.

MARYLAND.

Baltimore, Md.—Edward Keilbar and George B. Shaw have been admitted to membership in the Baltimore Chamber of Commerce.

Baltimore, Md.—The Terminal Warehouse Co. has bot a site 100x180 ft. and will erect an addition to its grain eltr. and hay storage warehouse.

Baltimore, Md.—Of the 1,543 cars of grain, the unloading of which was supervised in June by the weighing department of the Chamber of Commerce, 637 cars were found to be in defective condition and leaky on arrival.

Baltimore, Md.—The directors of the Chamber of Commerce decided at a recent meeting to apply the system of weighing in vogue at export eltrs. in weighing at terminals. J. H. Warren, chief weighmaster, will have the weighing under his immediate supervision. Baltimore dealers, believe this will add to already efficient weighing service.

MICHIGAN.

Prescott, Mich.—The Saginaw Milling Co. is erecting an eltr.

Blissfield, Mich.—J. J. Walper & Co. have bot the eltr. of Baluss-Dawson Co.

Scotts, Mich.—White Bros. are building a grain and hay storage shed 70x100 ft.

Gedells, Mich.—I am thinking of building an eltr.; about a 15,000-bu. bldg.—H. Johnson.

Richland, Mich.—Knappen & Hogg are installing an improved Hall Signaling Grain Distributor.

Whittemore, Mich.—The Michigan Cereal Co., of Port Huron, has bot a site and will erect an eltr. and beanery.

Saginaw, Mich.—The Michigan Hay Ass'n will hold its annual meeting Aug. 7 and 8 at the hotel Vincent, this city.

Stockbridge, Mich.—The Stockbridge Eltr. Co. is having an addition built to its eltr. for the accommodation of the bean pickers.

Ashley, Mich.—I have sold my hay and grain business at Ola (no p. o.) to J. G. Carrico, who will add a feed mill.—James Anstey.

Emmett, Mich.—S. D. Grant will rebuild his eltr. at this point and will put in a new cleaner and gas engine. He hasn't decided what make he will use.

East LeRoy, Mich.—White Bros. have put in considerable new machinery in their eltr., consisting of a conveyor, cleaner, new elevators and wagon scales.

Owosso, Mich.—C. H. Barrett Co. is the successor to Barrett-Porter Co. The business will be conducted by the same persons under the management of C. H. Barrett.

Williamston, Mich.—J. H. Linn will commence repairing his eltr. soon preparatory to receiving the new crop. There is much doing in the bean line here now. Mr. Linn has 20 girls at his eltr. hand picking beans.

Sturgis, Mich.—The mill and eltr. of W. P. Seidel was burned July 10. Loss estimated at \$55,000, insurance \$12,000. Mr. Seidel had a narrow escape while in the office for his books. The doors were closed on him and he was nearly suffocated.

MINNEAPOLIS.

Frank Kelley formerly with Vaugh & Brackett has gone with Marfield, Tearse & Noyes.

A. J. Norby, of Sisseton, S. D., has applied for a membership in the Chamber of Commerce.

R. S. Hunt, formerly with the American Grain Co., has gone with Brackett & Vaughn Co.

The Chicago Board of Trade baseball team will play a return game with the Minneapolis Chamber of Commerce on Aug. 10.

The Osborne-McMillan Eltr. Co., incorporated, capital stock \$1,000,000; J. D. McMillan, pres., R. E. Osborne, vice pres., and E. N. Osborne sec'y and treas.

S. A. Mitchell, formerly pres. and J. H. Frerich, formerly secy-treas. of the Soo Eltr. Co., Sioux Falls, S. D., are now president and treasurer respectively of the McIntyre-Ingold Co.

T. H. Reid, a retired grain dealer, ended his life, July 10, by shooting himself thru the head. Ill health is given as the cause. He had suffered for many years and feared that his mind would be affected.

Charles De Leuw, formerly with Lamb, McGregor Co., and Van Dusen-Harrington Co., has returned from Texas, where he has spent three years in search of health. He will manage the James Quirk Milling Co.

W. H. Chambers has decided to retire with the discontinuance of business by the Peavey Eltr. Co., of which he has been manager. Mr. Chambers will move to his 1,700-acre Texas ranch, where he will raise peaches, nuts and little grain and enjoy the simple life.

MINNESOTA.

Lyle, Minn.—B. F. Muldown has bot the eltr. of C. W. Lacy.

Blue Earth, Minn.—The Plymouth Eltr. Co. will rebuild its eltr.

Hampton, Minn.—The Rex Eltr. Co. has its eltr. nearly completed.

Baker, Minn.—The Baker Eltr. Co. will build an addition to its eltr.

Luverne, Minn.—The Farmers Eltr. Co. is adding 10,000 bus storage.

Arco, Minn.—The Farmers Independent Eltr. Co. will buy or build an eltr.

Detroit, Minn.—The eltr. of the Andrews & Gage Eltr. Co. has been remodeled.

Belle Plaine, Minn.—The Duluth Eltr. Co. has bot the eltr. of the Peavey Eltr. Co.

Jasper, Minn.—The Farmers Eltr. Co. is building a 40,000-bu. eltr. on the Rock Island.

Rushmore, Minn.—The Plymouth Eltr. Co. has bot the eltr. of the Peavey Eltr. Co.

Trosky, Minn.—John P. Coffey has added 10,000 bus storage room and overhauled his eltr.

Hawley, Minn.—The Hawley Farmers Eltr. Co. will consider the project of erecting an eltr.

Chatham Sta., Hallock, P. O., Minn.—H. M. Borneman will lease one of the eltrs. here this season.

Woodstock, Minn.—The Farmers Eltr. Co. has bot the Peavey Eltr Co.'s house on the C. S. P. M. & O. Ry.

Steen, Minn.—The Steen Farmers

Eltr. Co. has let the contract to C. E. Newell for the erection of its eltr.

Grand Meadow, Minn.—The Farmers Grain Co.'s eltr. at this place is almost completed. Mr. Moen has been engaged as buyer.

Ormsby, Minn.—The Farmers Eltr. Co.'s eltr. recently bot from the Great Western Eltr. Co. was struck by lightning and burned.

Murdock, Minn.—E. E. Smith, formerly of the Soo Eltr. Co., of Sioux Falls, S. D., has purchased the eltr. of the Duluth Eltr. Co. here.

Young America, Minn.—E. L. Welch, of the Security Eltr. Co. recently made arrangements to have the eltr. remodeled and repaired. August Zellman will do the work.

Duluth, Minn.—L. A. Fitz will have charge of the grain grading and moisture testing laboratory which the government is about to install in the Board of Trade bldg.

Hendricks, Minn.—Theo. Dixon has been chosen as grain buyer for the Farmers Eltr. Co. Mr. Dixon has been mgr. of the Hayes-Lucas Lumber Co.'s yard for a number of years.

Winona, Minn.—Arthur Speltz, rep. Rosenbaum Bros. for several years, also of Myrtle Grain Co., Myrtle, Minn., was married June 24 to Miss Laura Schultz of Winona. They will reside at Albert Lea.

Winona, Minn.—At a meeting of the Western Eltr. Co. the following officers were elected: Charles Horton, pres.; W. B. Parsons, vice pres.; W. P. Tearse, sec. vice pres.; C. P. Crangle sec'y, and R. E. Tearse, treas.

Willmar, Minn.—C. S. Harris has resigned his position as mgr. of the eltr. for the Minnesota & Western Grain Co. He will leave here in about two weeks for Wishek, N. D., where he is building an eltr. for himself.

Kasota, Minn.—The Kasota Eltr. Co., incorporated, capital stock \$10,000; incorporators, J. J. LaDue, Mankato; J. A. Heonrich and G. J. DeLeuw, Minneapolis. The company has bot the eltr. of Hubbard & Palmer Co.

St. Peter, Minn.—The Plymouth Eltr. Co. is remodeling its cleaning eltr. and doubling its storage and handling capacity. The company is now operating 15 eltrs. on the Omaha road between St. Peter and Sioux Falls, S. D.

Kensington, Minn.—At the annual meeting of the Farmers Warehouse Ass'n it was decided not to operate the eltr. but to rent it for the ensuing year. P. G. Peterson, secy., is receiving offers from grain dealers who would operate the house.

St. Paul, Minn.—The seven officers of the alleged bucket-shop known as the Wisconsin Grain & Stock Co., on July 16 were bound over to the federal grand jury on the charge of using the mails to defraud and with carrying on an illegitimate brokerage business.

Albert Lea, Minn.—F. W. DeLong has succeeded H. D. Swan as grain buyer for G. A. Swan, and will begin his new duties Aug. 1, when he will move his family here. H. D. Swan will move his family to Milbank, S. D., where he will take charge of the business of G. A. Swan.

Kasota, Minn.—Farmers threaten to bring suit against the operators of the two grain cleaning houses here, alleging that the wild mustard seed separated out

of the grain is blown upon their land. One of the growers has been stirred to action by the announcement that Sage Bros. had bot a site for a third cleaning house.

MISSOURI.

St. Louis, Mo.—Murry Dean has retired from the Parrott-Day Grain Co.

Kansas City, Mo.—The Hall-Baker Grain Co. has decreased its capital stock from \$750,000 to \$500,000.

St. Charles, Mo.—The J. B. Thro Milling Co. has changed its name to the Home Milling Co.—Home Milling Co.

St. Louis, Mo.—Shorts suffered a small squeeze in oats recently when the P. P. Williams Grain Co. stood on its contracts to buy.

Drexel, Mo.—M. Reed having retired, the business will be conducted under my name. I have been mgr. of the business for 16 years.—Harvey Reed, successor to M. Reed & Son.

St. Louis, Mo.—Clyde E. Leighty has been transferred from New Orleans to St. Louis to take charge of the new government grain testing laboratory at 514 Merchants Exchange.

Springfield, Mo.—J. F. Dunwoody of Joplin was elected pres. of the Southwest Missouri Millers Ass'n at the recent annual meeting, L. S. Meyer of this city being chosen secy-treas.

Jasper, Mo.—Rea Patterson Mill Co., of Coffeyville, Kan., bot the eltr. of H. L. Tallman, and took possession July 8. Mr. Tallman has been in the business for five years, and the work has told on his health. J. W. McCartney is representing the Rea Patterson Mill Co. here.

St. Louis, Mo.—The joint traffic bureau began operations July 15 at room 201 Merchants Exchange under P. M. Kainer, to supervise reconsignment, change of ownership, cleaning of grain in transit destined to and reconsigned from St. Louis, East St. Louis, Carondelet, Venice, Granite City and Madison, Ill.

Jefferson, Mo.—The state supreme court on July 13 refused to dissolve the injunction granted by Judge Taylor prohibiting the state railroad and warehouse commission from enforcing the obnoxious state weighing law. The enforcement of the law will be delayed until the litigation pending in the circuit court of St. Louis is disposed of. R. F. Walker, atty. for the Merchants Exchange, states that the law will remain in abeyance until Judge Taylors' ruling is passed upon in October.

MONTANA.

Culbertson, Mont.—Frank Walnum will erect an eltr.

Chinook, Mont.—The Imperial Eltr. Co., of Minneapolis, Minn., will erect an eltr. here.

NEBRASKA.

Sedan, Neb.—Bohling Bros. have succeeded Brooking Bros.

Jansen, Neb.—Henry Heidelk has bot the eltr. of H. F. Friessen.

Omaha, Neb.—Geo. H. Lyons & Son is the style of a new receiving firm here.

Alexandria, Neb.—J. H. Gregg of St. Joseph, Mo., is erecting a 10,000-bu. eltr.

Germantown, Neb.—Louis Meyers operates an eltr. here, also one at Leahy Siding.

Utica, Neb.—The Davis Grain Co. will

open the eltr. as soon as repairs can be made.

Ansley, Neb.—Tierney & Wirt are taking down the old eltr. and will build a new one.

Murdock, Neb.—The Lincoln Grain Co. has bot an improved Hall Signaling Grain Distributor.

Nebraska City, Neb.—The Jones Grain Co. has increased its capital stock from \$25,000 to \$100,000.

Lincoln, Neb.—The Central Granaries Co.'s eltr. was threatened July 7, when the fuel house caught fire.

Cedar Creek, Neb.—The Farmers Eltr. Co., incorporated, capital stock \$5,000. The company will build an eltr.

Cozad, Neb.—J. B. Hord, of Central City, Neb., has bot the eltr. of us.—W. R. Wing, the Cozad Grain Co.

Belden, Neb.—Bellows & Linn, of Carroll, Neb., have bot the Blenkiron Bros.' 14,000-bu eltr. on the Grt. Northern.

Pender, Neb.—Our eltr. at Pender has been sold to the Anchor Grain Co., of Minneapolis.—McLaughlin, Ellis & Co.

Hoskins, Neb.—W. S. Dale, of Ponca, has the rock on the ground for the erection of an eltr. Mr. Dale expects to move here.

Omaha, Neb.—The first new wheat of the season was received on the Grain Exchange July 13 from Norcross Bros., of Beatrice.

Oxford, Neb.—The Wilsey Grain Co., of Lincoln, has bot the eltr. of H. O. Barber & Son. C. H. Avery will continue as local mgr.

Omaha, Neb.—Stephen A. McWhorter has recently transferred real estate to a bank to secure claims. His liabilities are nearly \$100,000.

Osceola, Neb.—I now represent the firm of Jas. Bell & Son. I was formerly with the Lynds Mill & Eltr. Co., of Fortescue, Mo.—J. A. Freemon.

Omaha, Neb.—Nebraska bucket-shops are still taking bets, only one gambler at this city having closed his office on account of the Epperson law.

Belvidere, Neb.—We take possession of the old farmers eltr. at this place Aug. 1. The Hynes Grain Co. has been operating this house.—Burruss & Town.

Tecumseh, Neb.—The Tecumseh Mill & Eltr. Co. has sold one-half interest in what is known as the Hill Mill to F. N. Wilkinson, of St. Joseph, Mich.

Thurston, Neb.—Our eltrs. at Thurston, Bancroft and Winside, Neb., have been sold to the Benson Grain Co., of Heron Lake, Minn.—McLaughlin, Ellis & Co., Minneapolis.

Omaha, Neb.—John A. Kuhn, representing the Updike Grain Co., conferred with Interstate Commerce Commissioner Harlan at Washington July 19 with regard to the elevation allowance and stoppage in transit.

Hartington, Neb.—We purchased two of the American Grain Co.'s eltrs. at Hartington and Wausa. They first sold the six houses to Blenkiron Bros., who resold to Sherman Saunders and he resold all six houses.—Holmquist Grain & Lumber Co., Oakland, Neb.

Omaha, Neb.—In answer to the allegation of the Grain Exchange of discrimination against the Omaha market the Burlington on July 11 replied that the Missouri Pacific had refused to establish joint rates on grain shipped from Missouri Pacific points.

Carroll, Neb.—The Carroll Lumber & Grain Co., composed of Blenkiron Bros., of Sioux City, and R. D. Merrill and F. S. Battey, have bot the Farmers 12,000-bu. eltr. and live stock business. The new company will also handle coal, hardware, coffins and lumber.

Omaha, Neb.—N. B. Updike of the Updike Grain Co. has bot the plant of the Omaha Milling Co., which has been closed for several years. He will remodel it, and equip it with up-to-date machinery and increase the capacity from 400 to 1,000 bbls. daily. Theo. Ponsar will superintend the work.

Omaha, Neb.—The Grain Exchange membership of H. M. Diels of Scribner has been transferred to A. F. Diels of the same town. V. E. Butler of Heron Lake, Minn., an officer of the Benson Grain Co., which has eltrs. in Neb., has been admitted to membership in place of W. B. Burns, who has gone to Kansas City.

Genoa, Neb.—The lease of the ground on which their eltr. stood expired on July 1, and the firm of H. E. Fonda & Bros., which has been doing business for 10 years, has been notified by the Union Pacific Railroad Co. to remove their eltr. from the right of way. The lease was to have been renewed every five years. The firm has appealed to the state railroad commission.

Omaha, Neb.—D. J. Gates, a well known business man of Albion, has been elected pres., and the present sec'y and treas., E. A. Nordstrom, will continue as mgr. of the Nebraska Hay & Grain Co. Mr. Gates getting in this company will make it one of the strongest grain companies in the west from a financial standpoint.—E. A. Nordstrom, treas. Nebraska Hay & Grain Co.

Scribner, Neb.—A. F. Diels, successor to Diels Bros. Milling Co., has had Fred Friedline draw plans for a frame, ironclad transfer and receiving eltr. to be built adjoining the mill. The equipment will include two receiving legs, two cleaning legs and screenings legs, double receiving separator, corn scouter and smut machine, Richardson 1,000-bu. Automatic Scale, power shovels and dust collecting system.

Lincoln, Neb.—Grain in bins will be assessed hereafter in addition to the tax on the average capital, the supreme court on July 12 having reversed its decision in the Central Granaries case. In the case of S. Richards of Harlan County the court decided that he could not be assessed more than the actual value of his property, the rule of the state board ascertaining the average capital by division by 24, having made his assessment \$1,000 more than his actual capital, assuming that the grain dealer turns over his capital 24 times a year. The rule as now laid down by the supreme court is "The assessor must find what capital of the business there was from time to time during the tax year, not including in the computation the tangible property on hand and capable of assessment at the time of assessing, and the average or mean of the capital so found is to be assessed as property in addition to the tangible property."

NEW ENGLAND.

Lewiston, Me.—J. B. Ham Co., incorporated, capital stock \$75,000; Eben J. Ham, pres., and Donald C. White, treas.

Hartford, Conn.—W. J. Cox's grain store was burned July 9, at 7:30 a. m. Loss, \$2,500, covered by insurance. He will rebuild at once.

Wellesley, Mass.—C. H. Spring & Co., incorporated, capital stock \$40,000; Charles H. Spring, pres., Marshall S. Spring, treas., Anna J. Spring, clerk.

Bethel, Vt.—A part of the grain storehouse at the Bethel Mills collapsed July 7, and 18 tons of feed was exposed to the weather that night and Sunday. It was recovered with little loss.

Worcester, Mass.—C. W. Bowker & Co., commission merchants, who have just begun to handle grain, have completed a large warehouse for storage purposes. It is of brick, 75x65, four stories high.

NEW YORK.

Moravia, N. Y.—Chas. H. Springer has installed a 12-h. p. gasoline engine in his eltr.

Bath, N. Y.—Dean & Co. have built an transfer warehouse for grain and hay storage.

Elba, N. Y.—A. A. Grinnell & Co. are building a 15,000-bu. modern country eltr. at this point.

Rexville, N. Y.—Wm. Teater is building a storehouse at this point 40x60 ft. in which he will store hay and grain.

Syracuse, N. Y.—The annual meeting of the New York State Hay Dealers Ass'n will be held at this city Aug. 13.

Buffalo, N. Y.—Sec'y Pond has just issued a neat booklet covering rules and regulations governing the grain trade of the Corn Exchange.

Rochester, N. Y.—James W. Whitney, pres., of the Whitney Eltr. & Warehouse Co., was stricken with heart disease recently. He is in a fair way to recovery.

Albany, N. Y.—The Oneonta Milling Co. has bot suit against several railroad companies for damages growing out of the destruction of grain in the Erie Railroad Eltr. at Buffalo.

New York, N. Y.—William H. Smith died July 8. He was manager for twenty years of the Long Dock Mill & Eltr. Co., and vice-pres. of the New York Produce Exchange. He was 67 years old. He leaves a wife and five children.

Buffalo, N. Y.—The Edward Elsworth Co. has been incorporated with \$2,000,000 capital stock to succeed the several Elsworth companies, including the H-O Co., the Force Food Co., the Edward Elsworth Co., and the Pawnee Cereal Co.

Buffalo, N. Y.—After looking to the interests of his employers faithfully for a score of years J. B. DeVine has launched into the grain and mill feed business for himself with rooms in the Chamber of Commerce building. For the past nine years Mr. DeVine has been manager of the Electric Grain Eltr. Co. and the experience gained in this connection, together with earlier experience, well qualifies him for doing business in his own name.

Buffalo, N. Y.—M. P. Ryley, formerly owner and mgr. of the Lackawanna Mill & Eltr. Co., has retired from the eltr. business and will do a general grain and commission business. In 1898 Mr. Ryley incorporated and started the Lackawanna Mill & Eltr. Co. at Scranton, Pa., built an eltr. and mill, which he still owns. In 1902 he moved to Buffalo, purchased an eltr., and began business under the original firm name. He was the sole owner of business and the company until Mar. '06, when he sold a part interest, but retained the management. In May he sold his entire interest and embarked in his present enterprise. He desires to retain

all his old customers who helped him to succeed in the past and get acquainted with more men who have grain to sell.

Albany, N. Y.—In opposition to the enactment of the warehouse receipts act, assembly bill No. 996, now before Governor Hughes, the Merchants Ass'n of New York is circulating a pamphlet protesting against the provision of the bill, which seeks to protect the warehouseman and the banker at the expense of the true owner of the goods. Sections 37 and 38 make the receipt negotiable by delivery where drawn to bearer, or where drawn to specified person or order, and is made negotiable by endorsement in exactly the same manner as promissory notes. Under Sec. 40 a clerk to whom the rightful owner had intrusted the receipt endorsed in blank could negotiate the receipts by delivery and transfer as against the true owner to an innocent purchaser. Bankers and warehousemen admit this possibility, but feel it the duty of the owner to look to the honesty of his employees. This bill was drawn by the commission on uniform laws and has been enacted by the legislatures of Illinois and other states.

BUFFALO LETTER.

The new offices of the inspection department of the Corn Exchange are a great credit to the business, which was always till now carried on in a mite of a room with no chance to turn about. The three fine rooms now given to the department show also that the business is in a flourishing condition.

Chief Grain Inspector Anderson of the Corn Exchange has prepared a full set of samples of the grain handled here, to be sent to the Agricultural college at Fort Collins, Col., as an indication of the grain and grades in this market. The samples will be forwarded by J. H. Rodenbaugh of the Corn Exchange, whose son attends the college.

Some business is doing in corn and oats, but wheat prices are too uncertain for much being done. Some millers report that the State wheat, old crop, is coming in faster than it was and that they are able to get it at a trifle under the Buffalo price, so that the State millers will hardly buy anything but spring wheat for the present.

Oats and durum wheat are still much more largely in evidence in eltr. here this summer than is usual, some eltrs. hardly leaving room for their transfer business. Millers still buy durum wheat in small quantity for mixing with other wheat, the low price being a temptation, though it is not safe to use very much of it. Most of it is held for export.

It seems too bad that the railroads have been so driven with work that they are not able to take proper care of their cars. The complaint from the grain shippers is not so much of car shortage as of low-grade cars, often badly coopered at that and much holding up of the cargoes after they are loaded, which indicates that the real shortage is in motive power quite as much as in cars.

The canal boatmen are in a sort of deadlock. The managers of the pool company are holding the rate up to 5 cents on wheat to New York and getting next to no business. There are a hundred boats waiting for loads. The corn rate of 4½ cents is said to be too high even for the wheat and some of the boat owners threaten to pull out of the combine and take loads for what they can get.

The eltr. pool has cut out the free transfer of grain to harbor lighters and

will hereafter charge full elevation rates to them. The practice was making trouble among the local millers, for some of them had lighters and others had none and were obliged to pay the full eltr. charges. There is an effort to restore the charges on all canal grain, but as the independent eltrs. do not make any charge to the grain such a move would simply drive all canal grain to them.

About 35,000,000 bus. of grain and flaxseed has been handled here this season by eltr. from lake cargoes, which is pretty nearly equally divided among the pool, independent and railroad houses, with the pool slowly gaining on the others. There is no complaint of the cargoes except from the Canadian ports of Fort William and Port Arthur, where the eltr. bin arrangement is said to be so peculiar that shortages are easy.—J. C.

NORTH DAKOTA.

Ruso, N. D.—Smith & Gulack are erecting an eltr.

Orr, N. D.—The Farmers Eltr. Co. will erect an eltr.

Wimbledon, N. D.—The Minnekota Eltr. Co. will erect an eltr.

Cooperstown, N. D.—Hammer, Halvorson & Beier have decided to erect an eltr.

Medina, N. D.—Olsen & Karpen will erect an eltr. and the material is on the ground.

Hunter, N. D.—One of the eltrs. at this station was burned July 20 with a loss of \$40,000.

Geneseo, N. D.—King & Miller have bot the eltr. of the St. Anthony & Dakota Eltr. Co.

Cathay, N. D.—Ragan & Lyness, of Fessenden, have bot the eltr. of the Royal Eltr. Co.

Douglas, N. D.—W. J. Loomis is building an eltr. Mr. Loomis will move his family here.

Bantry, N. D.—The Fox Eltr. Co.'s eltr. was struck by lightning July 7 and burned. The loss is \$7,000; insured.

Dickey, N. D.—The Consolidated Eltr. Co. will erect a new eltr. here as soon as the razing of the old eltr. is completed.

Berwick, N. D.—The Farmers Eltr. Co. incorporated, capital stock \$15,000; incorporators, Henry Paul, Otto Auvol and Ole Bryn.

Meckinock, N. D.—John Hancock, who shot himself, has been found short in his accounts with the Duluth Eltr. Co., for which he was agent.

Plaza, N. D.—H. I. Corsan, of Hector, Minn., is contemplating removal to this place to engage in the implement, grain and land business with T. F. Miller.

Coteau, N. D.—The Farmers Eltr. Co., incorporated, capital stock \$35,000; incorporators, C. H. Audett, Bowbells, N. D.; Albin Hedlin, Kenmare, and others.

Lansford, N. D.—The Farmers Co-operative Eltr. Co., incorporated, capital stock \$50,000; incorporators, Gardner Stevens, Thos. E. Reilly and W. C. Hayden.

Larimore, N. D.—The Northwestern Eltr. Co. has completed a new eltr. adjoining its old one. Both eltrs. have a covered driveway, and have a storage capacity of 75,000 bu.

Lankin, N. D.—The Woodworth Eltr. Co.'s eltr. was burned June 27. The coal bin of the Atlantic Eltr. caught fire, but was extinguished. The fire originated from a hot box in the Woodworth eltr.

Cando, N. D.—The Cando mill of L. Gjere was burned July 14. About 200 bbls. of flour was burned. Loss about \$13,000; insurance \$7,000. Mr. Gjere thinks he will rebuild.—Harry Martin, mgr. Minneapolis & Northern Eltr. Co.

New Rockford, N. D.—The Andrews & Gage eltr. was struck by lightning July 5 and with its contents was destroyed. The house was a 40,000-bu. one, and contained 8,000-bus. of grain. The eltr. of the Great Western Eltr. Co. was severely scorched.

Willow City, N. D.—The Minneapolis & Northern Eltr. Co.'s eltr. was struck by lightning July 4. The lightning struck at the corner of the cupola where it joined the main roof, and the fire smoldered over an hour before breaking into flame.

OHIO.

Kessler, O.—G. N. Falknor is painting his eltr.

Attica, O.—F. Friddley will erect a 10,000-bu. eltr.

Ashland, O.—Levi Leidigh died July 17. He was 81 years old.

Enon, O.—Brooks & Dunkel are building a new eltr.—J. P. Peffly.

Botkins, O.—Taylor & Marks have installed a new corn grinder.

Ashley, O.—We are successors to Loyd, Graham & Co.—Loyd & Bisel.

Rawson, O.—Chas. Watson has installed a new engine in his eltr.

Versailles, O.—The Versailles Gr. Co. has been painting its Big 4 eltr.

Canal Dover, O.—Syer Bros' eltr. was burned July 8. Loss, \$7,000; insurance, \$3,200.

McComb, O.—W. L. McElheny has remodeled his eltr. and installed new machinery.

Van Wert, O.—Ireton Bros. & Eikenbary Co.'s eltr. has been enlarged and painted.

Richwood, O.—Gill & Baker, of Wooster, have bot the eltr. of A. B. Conkright.—O. P. Lenox & Son.

Bellevue, O.—The Northwestern Ohio Grain Dealers' Ass'n was recently reorganized at this city.

Leipsic, O.—C. C. Cruikshank has installed a new line of machinery and eltr. equipment in his eltr.

Republic, O.—H. A. Weidau has succeeded R. H. Einsel as agt. for the Sneath-Cunningham Co.

Richland, O.—I. C. Miller & Co. have sold their eltr. at this point to Keller & Gebby of Bellefontaine.

Huntsville, O.—The eltr. belonging to I. C. Miller & Co. has been sold to Keller & Gebby of Bellefontaine.

Camden, O.—The Camden Eltr. Co. has bot the eltr. of C. E. Morlatt, who will quit the grain business.

Morrall, O.—C. B. Jenkins has bot the eltr. of J. P. Barnhouse Grain & Seed Co., thru S. H. DeLong, receiver, for \$4,875.

Maplewood, O.—L. W. Baker has taken in E. E. Young as his partner, the style of the firm being changed to L. W. Baker & Co.

Cincinnati, O.—New members recently admitted by the Chamber of Commerce are J. C. Everett of Maysville, Ky., and Edward T. Allen.

Greenville, O.—I have accepted a position with the E. A. Grubbs Grain Co.—

A. L. Garman, formerly with Studebaker, Sale & Co., Warren, Ind.

Middle Point, O.—The Pollock Grain Co. is building an addition to its eltr., enlarging and papering the office and otherwise improving the plant.

Cleveland, O.—W. L. West has been appointed receiver of the branch office in the city operated by the bankrupt bucket-shop firm of R. M. Weaver & Co.

Sidney, O.—Jones & Sheets have just installed a U. S. Constant Sheller, Union Iron Works Cleaner. They are also building a good sized warehouse.

St. John, O.—Nutt, Allen & Co. will install a new cleaner this summer and spend \$500 in getting ready to efficiently handle the crop now being harvested.

Mendon, O.—Gordon, Hauss & Folk have put in new steam power, installed a Monitor Cleaner, and have done a great deal of general repairing on their eltr.

Toledo, O.—The new grades adopted by the Produce Exchange last December went into effect July 1, and have been published in a pamphlet by the Exchange.

Savona, O.—Patty & Coppock are putting a roof on their eltr. at this point. They have also had the eltr. machinery lined, which is a semi annual custom with them.

St. Mary's, O.—McMorran Bros. have just finished hopping their storage bins in their eltr. here, have built a cob and dust house, and sided the building with iron. Watt Blank is mgr.

Toledo, O.—The first car of new wheat was received at this market July 20 by J. F. Zahm & Co. from southern Indiana. The grain was full of chert and cockle, and was graded No. 2 red after blowing.

Rochester, O.—A. F. Morgan has installed a new 22-ft. Fairbanks-Morse Wagon Scale. He has also built an engine room and coal shed adjacent to the eltr.

Pemberton, O.—Simmons & Cook have resided their eltr. with steel, painted it and otherwise improved the building for the handling of the new crop. L. G. Shanley is contemplating installing a cleaner.

St. Mary's, O.—Gordon, Hauss & Folk have just finished rebuilding their elevator, and have installed a Monitor Cleaner, put in cement foundations and floor and added a Great Western sheller to their equipment.

Columbus, O.—D. S. Cook & Co. have obtained a settlement with the Toledo & Ohio Central after complaint to the state railroad commission, and the road will put in a joint rate from Boswell to points on the Hocking Valley.

Irwin, O.—Clemons & Peters are trying to scoop-shovel. Their principal business is handling coal, but as they have scales they have farmers shovel direct to cars. The only regular dealer recognized at this station is R. B. Gordon.

Sidney, O.—The Miami Valley Gr. Co. has been incorporated at this point, succeeding J. E. Wells & Co. The old company is incorporated in the new. Mr. Wells still operates his track office. Geo. Allinger is mgr. for the new company.

Columbus, O.—The threat to cancel the charter of the railroads has been effective in the roads presenting plans for taking care of traffic. The setting apart of a certain percentage of the box car equip-

ment for the grain traffic is being considered.

Cincinnati, O.—My inspectors see every side of a bale of hay, and if there are several different grades in a car it is all noted on the inspection ticket. We expect to install the moisture testing apparatus soon.—E. F. Dennis, asst. hay & gr. inspector.

Arlington, O.—Hale Hauman was smothered to death in the eltr. of J. B. Hauman & Co. on July 14 by several hundred bushels of corn falling upon him as he was cleaning out a corn chute. The boy was 15 years of age and his father saw the accident.

Houston, O.—The Farmers Eltr. Co. is building a new eltr. at this point. It has torn down the old building which it has been using and made a warehouse out of it. The eltr. is a 10,000-bu. structure. All of the old machinery will be used except a new cleaner will be purchased.

Cleveland, O.—The Union Eltr. Co. has had plans completed by Fred Friedline for the remodeling of its plant and the installation of electric power. Prices are being taken on machinery and electrical equipment preparatory to starting the work soon after Aug. 1.

Covington, O.—H. H. Bear, who has been in the grain business off and on all his life, is now "on" again, having been out for three years. He has opened an office here and will use a large warehouse for storage purposes. Should conditions demand it he will build an eltr.

Dallas, O.—John Geron cut out his tongue on July 10. For years he has suffered from cancer of that member, surgeons giving no relief. During severe pain he took his pocket-knife and severed his tongue near the tonsils, and 10 days later was reported getting along fine.

Columbus, O.—W. S. Cook, who has had full management of the grain business of McCord & Kelley for several years, was taken down with typhoid fever July 12. He is holding his own and at last accounts the fever was under control, with excellent chances for his recovery.

Maplewood, O.—Gasoline escaping from a tank found its way into the basement of the eltr. operated by the Maplewood Eltr. Co. recently, and the vapors were ignited by a lantern carried down by an employee, causing an explosion and the burning of some belting, the eltr. boot and a little other damage amounting to \$100. The company had been requested to remedy the hazard a few days before the accident and promised to do so. No doubt the danger has been removed after this demonstration of the possibilities.

Thackery, O.—O. S. Brecount died July 9 after having had his thigh crushed by a car wheel. A car had been set for loading at the eltr., and Mr. Brecount was about to climb down after setting the brakes when a car was thrown against the car he was upon, throwing him to the ground, his right leg falling across the rail. Mr. Brecount was secy. of the McMorran Bros. Co., of St. Paris, with whom he had been associated since 1903. He was born at Conover, O., 38 years ago, and taught school for several years. He was loved and respected by all who knew him, and his untimely death in the prime of life will be a shock to his many friends in the grain trade. A little girl baby came to his home the morning following his death.

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Grain Dealers Journal

OKLAHOMA

Geary, Okla.—The Geary Milling & Eltr. Co. has failed; Liabilities, \$110,000; assets, \$80,000.

Cherokee, Okla.—The Cherokee Mill & Eltr. Co. has increased its capital stock from \$25,000 to \$75,000.

Gage, Okla.—Cozart & Cramer have let the contract to C. R. Farra for the erection of an 80,000-bu. eltr.

Covington, Okla.—I have succeeded W. W. Booth as mgr. of Perry Mill Co.'s eltr. and flour business at this place.—J. R. Blair.

Guymon, Okla.—The W. F. Bort Lumbar Co.'s eltr. is nearing completion. It is the first eltr. in Beaver Co.—Hunt-Alexander Grain Co.

Cherokee, Okla.—The Alfalfa Meal & Milling Co., incorporated, capital stock \$25,000; incorporators, L. E. Stone, C. M. Davis, G. D. Azbill and others.

Guymon, Okla.—The Farmers Co-operative Ass'n held a meeting recently and talked of building a mammoth mill and eltr. in the near future. The next meeting is set for August.

Elk City Sta., Busch P. O. Okla.—The Simmons Grain Co., incorporated, capital stock \$5,000; incorporators, J. W. Simmons, Elk City, W. O. Wheeler and Mary Wheeler of Weatherford.

PENNSYLVANIA.

Genosee, Pa.—Wm. Teater is building a storehouse 40x60 ft. for hay.

Osceola, Pa.—C. W. Morgan has just finished building two hay and grain store houses.

Pittsburg, Pa.—The loss of Daniel McCaffrey's Sons Co. was incorrectly stated in this column July 10. Their complete fire loss was only \$7,000, covered entirely by insurance.

Pittsburg, Pa.—When the new crop of hay and grain begins to move we will probably adjust some of our grades. We find out what Toledo, Chicago or other terminals are doing and grade accordingly. We send for samples and grades that these markets have fixed and then make our grades likewise—Chas. Culp, Insp. Gr. & Hay.

Pittsburg, Pa.—Pres. Floyd has announced that the Wabash R. R. has granted the East Carson St. yards to be used as a joint delivery yard with the P. & L. E., to the Pittsburg Chamber of Commerce. This is very important to the shippers who send grain to this market, as heretofore Pittsburg has had no delivery yard on the Wabash.

PHILADELPHIA LETTER.

The new track scale recently placed at 31st and Market streets hay storehouse by the Merchants Warehousing Co. of the Pennsylvania R. R. is giving great satisfaction.

Pres. King of the Commercial Exchange has appointed the following hay and straw quotation committee: Chairman, E. H. Price, Edward E. Delp, P. G. Lemont, J. W. Beatty, W. H. Donahoe.

The Commercial Exchange is taking all the credit for the modification of the Pennsylvania pure food law so far as it applies to stock foods of all kinds that are straight and pure. The committee, after a convincing conference at Harrisburg, succeeded in having the analysis provision eliminated from all legitimate grain, feeds and bran, which now do not

need the tag analysis, the same as compound feed will after Aug. 1, when the new law takes effect.

E. L. Rogers & Co., who recently obtained a decision from the Interstate Commerce Commission against the embargo placed on shipments of hay and straw, it is said, will begin a suit for damages in the state court. S. C. Woolman & Co. and C. H. Squier & Sons Co. made similar protests at the time to the railroads, which had shipments at the same place, but did not take their cases before the Interstate Commission. The novelty of this proceeding is that Col. Rogers appeared before the Commission in his own person without any attorney and pleaded and argued the cause alone, his lawyer being unavoidably absent.—S. R. E.

SOUTH DAKOTA.

Gregory, S. D.—Nye Schneider Fowler Co. will erect an eltr.

Harrisburg, S. D.—Geo. Terwilliger has sold his house to the Farmers Eltr. Co.

Brandon, S. D.—The Farmers Eltr. Co. is erecting a 15,000-bu. eltr. on the Omaha.

Canastota, S. D.—J. J. Mullaney is building a 25,000-bu. eltr. on the C. & N. W. Ry.

Estelline, S. D.—The Farmers Grain Co. will erect an eltr. with a capacity of 25,000 bu.

Yankton, S. D.—M. King of Sioux City is rebuilding his 20,000-bu. eltr. on the C. & N. W. Ry.

Vermillion, S. D.—The Farmers Eltr. Co. is building a 25,000-bu. eltr. on the C. M. & St. P.

Elk Point, S. D.—M. King of Sioux City is building a 20,000-bu. eltr. on the C. M. & St. P.

Harrisburg, S. D.—The South Dakota Grain Co. has ordered another Hall Grain Distributor.

Freeman, S. D.—Dewald & Walter have purchased and will operate the Freeman Roller Mill.

Hartford, S. D.—The Farmers Eltr. Co. will enlarge its capacity by buying or building an eltr.

Tripp, S. D.—H. H. Dwight has sold his 16,000-bu. eltr. to the Perry Eltr. Co., of Wakonda, S. D.

Reliance, S. D.—The Van Eltr. Co., of Yankton, is building a 25,000-bu. eltr. on the C. M. & St. P.

Booge, S. D.—The Booge Eltr. Co. has rented an eltr. on the Great Northern of the Harrington Grain Co.

Burke, S. D.—Torrence Bros., of Tabor, S. D., are building a 20,000-bu. eltr. on the C. & N. W. Ry.

Valley Springs, S. D.—The Farmers Eltr. Co. has its new 30,000-bu. eltr. on the Omaha in operation.

Lake Andes, S. D.—H. H. Dwight has sold his 20,000-bu. eltr. here to Leroy Booker of Armour, S. D.

Benclare, S. D.—The Soo Eltr. Co. has sold its eltr. on the I. C. R. R. to L. B. Spracher & Co., of Sibley, Ia.

Wolsey, S. D.—The South Dakota Grain Co. will build a 20,000-bu. cribbed eltr. on the C. & N. W. Ry.

Canton, S. D.—The Farmers Eltr. Co. has been organized by Iver Nelson, Homer Denewer, I. F. Hunt and others.

Richmond, S. D.—The McIntyre-In-

gold Co. will build an eltr. here on the Aberdeen extension of the M. & St. L.

Reliance, S. D.—M. King of Sioux City, Ia., is building a 16,000-bu. eltr. here and one of like capacity at Kennebec, S. D.

Bonesteel, S. D.—The South Dakota Grain Co. of Parkston has bot Fred Chesley & Co.'s eltr. on the C. & N. W. Ry.

Harrisburg, S. D.—The South Dakota Grain Co., of Parkston, is building a 20,000-bu. cribbed house on the C. M. & St. P.

Spencer, S. D.—The Hubbard & Palmer Co. is overhauling, raising, putting in new foundation and adding 8,000 bus. storage.

Ethan, S. D.—The South Dakota Grain Co. has raised its old eltr. on the C. M. & St. P. Ry. and is building a 30,000-bu. cribbed house.

Jefferson, S. D.—Geo. Terwilliger of Sioux City is replacing his old eltr. on the C. M. & St. P. with a new house of about 33,000-bu. capacity.

Salem, S. D.—The Hubbard & Palmer Co., of Mankato, Minn., is rebuilding its eltr. on the Omaha. The storage capacity will be increased 10,000 bus.

Wakonda, S. D.—The Perry Eltr. Co. has been organized by J. L. Perry, formerly mgr. of the Farmers Eltr. Co., and two others, and they have bot three eltrs.

Garretson, S. D.—The Northern Eltr. Co. will build an engine house and put in a gasoline engine in place of horse power. The eltr. building will be shingled.

Loomis, S. D.—The farmers have organized a company for the erection of an eltr. The officers are G. M. Bower, pres.; J. E. Watkins, sec'y, and W. H. Comstock, treas.

Ramona, S. D.—The Ostroot Eltr. Co. of Lake Preston has let the contract to the Younglove Construction Co. for the erection of an eltr. at this place, and one at Harrold, S. D.

Sioux Falls, S. D.—The Soo Eltr. Co. has sold its eltrs. on the Rock Island at Schindlar, S. D., Granite and Larchwood, Ia., to A. D. Moreland of Milford, who will make his headquarters at Larchwood.

Letcher, S. D.—We are building a 25,000-bu. house and expect to start doing business soon. The Farmers Eltr. Co. was organized here last spring with 200 stockholders and I am treasurer.—L. M. Doyle, cashier Citizens Bank.

Geddes, S. D.—C. W. Lindell, who has been operating the eltr. of J. H. Dickson on the C. M. & St. P. Ry., will henceforth operate his own eltr. on the same line. N. A. Enskog will operate the Dickson eltr. for Mr. Dickson.

Sioux Falls, S. D.—The eltrs. at Sioux Falls on the Rock Island and at Renner on the Milwaukee, purchased of the Soo Eltr. Co. by W. A. and E. E. Mills, will be operated under the name W. A. Mills Grain Co., of this city.

Hartford, S. D.—The Farmers Eltr. Co. has let the contract to the Younglove Construction Co. for the enlarging of its eltr. to 50,000 bus. capacity and will install a 15-h.p. gasoline engine and an Avery Shipping Scale.

Andover, S. D.—The Farmers Eltr. Co. will erect an eltr. to be ready for the fall harvest. The following officers were elected: N. O. P. Synoground, pres.; W. C. Evans, vice pres.; W. G. Boyd, sec'y, and A. J. Hilton, treas.

Beresford, S. D.—The Reedy Grain

Co., of this place, I understand has bot the eltrs. of the Western Grain Co. at this place, Alcester, Volin, Wakonda, Centerville, Hurley, Parker, Monroe, Canastota, St. Marys, Vilas, Carthage, and Esmond.—J. T. Scroggs.

Spencer, S. D.—H. C. Lueth Co. has been succeeded by the Hoese & Lueth Grain Co. The latter will operate the Lueth eltr. here and the Peavey Eltr. Co.'s houses at Salem, Farmer and Fulton, S. D., which they have bot.

Madison, S. D.—Stoddard & Ketchum, who have dissolved partnership divided their ten eltrs. equally. E. W. Ketchum will continue to operate his five eltrs. with headquarters at Madison. C. Stoddard has sold three of his eltrs.

Watertown, S. D.—The contract has been let to a Minneapolis firm for the erection of the Farmers Eltr. Co.'s eltr. The company is capitalized at \$10,000, with D. C. Richardson as pres., M. E. Henning vice pres., Geo. C. Ostrander sec'y and Ed. Lamm treas.

Mitchell, S. D.—The flour mill of the Mitchell Roller Mill Co. was struck by lightning July 11 and burned. The loss on the machinery and building is \$25,000, on wheat \$10,000, on the flour in storage \$10,000. The insurance on the stock and building was \$18,000. The company will rebuild at once.

Pierre, S. D.—In the suit by W. J. Hahn against the Sleepy Eye Milling Co. and Western Eltr. Co. to recover a threshing bill under the threshers lien law the supreme court of South Dakota on July 8 sustained the lower court of Brookings County, giving Hahn judgment against the buyers of the grain for the threshing cost. In this case the grain had been purchased as soon as threshed and Hahn claimed a lien on the grain after it was in the possession of the eltr. men. The court held in effect that a purchaser of grain buys, at his own risk unless he knows that the threshing bill has been settled; and that the effect is the same within the 10 days in which the thresher has to file his lien as it is after the lien is filed.

SOUTHEAST.

Monroe, N. C.—The Merchants Grain & Provision Co., incorporated, capital stock \$50,000; incorporators, The Henderson-Snyder Co., S. B. Ashcroft, the Sikes Co., and the McRae Mercantile Co.

Atlanta, Ga.—The Candler railroad commission bill vests in the commission power to determine what are just and reasonable rates and charges and enlarges the commission to 5 members. It is expected that the bill will be passed.

Natchez, Miss.—S. J. McKenzie of Adrian, Minn., has applied to the city authorities for a bluff site for a grain eltr. Mr. McKenzie will form an operating company to be known as the St. Paul Eltr. Co., with F. B. Postlethwaite of this city as partner. The house will have 20,000 bus. capacity and sacking equipment.

Richmond, Va.—The Grain & Cotton Exchange has recently elected W. F. Richardson, pres.; R. A. Justis, first vice pres.; John R. Cary, second vice pres.; John F. Jacon, S. T. Beveridge, F. H. Decene, T. H. Elliott, T. L. More, M. R. Savage, W. T. Selden, Geo. D. Mayo, C. W. Wingfield, W. C. Bentley, Edward Alvey, H. W. Wood, W. R. Johnston, W. G. Bragg and Geo. T. King, directors.

TENNESSEE.

Nashville, Tenn.—The Neil & Shofner Grain Co. has re-engaged in the business, operating thru the Hermitage Eltr.

Nashville, Tenn.—F. M. Logan & Co. have increased their eltr. capacity to 25,000 bu., and have built a large warehouse.

Nashville, Tenn.—The suit of Smith Bros. & Co. against the Iowa Grain & Milling Co. has been removed to the federal court.

Nashville, Tenn.—J. A. and A. L. Jones have let the contract to Schuyler & Co. for the erection of a large grain eltr. It will have a capacity of 25,000 bu.

Nashville, Tenn.—J. H. Wilkes, one of the pioneer grain men of this state, has retired from the grain business. The firm will continue under the name of J. H. Wilkes & Co., altho no Wilkes is connected with the business. Members of the Board of Trade were sorry to see Mr. Wilkes retire from active business, as he is a man of splendid integrity and one whose counsel was worthy of consideration.

Nashville, Tenn.—The enforcement of the pure food act is giving the Commissioner of Agriculture, John Thompson, considerable trouble. The commissioner has asked Atty-Gen. C. T. Cates "Whether a mixture of two or more whole seeds of wheat, corn, rye, oats, barley, buckwheat and broom corn comes within the provisions of the act." The Attorney-General holds that Section 3 of the act provides, among other things, that "whole seeds" shall not be included within the definition of "concentrated commercial feeding stuffs," but, in his opinion, "this was intended to mean and apply to whole seeds when they were not mixed with any other seeds of a different kind; that is, the act should not apply to whole seeds of corn, wheat, barley, etc., but that it should apply whenever whole seeds of any kind were mixed with whole seeds of a different kind, so that the result produced is an adulteration." The Attorney-General has held that it is doubtful whether the Commissioner has authority to proceed against feeding stuff or the owner thereof while in transit, but after it has reached its destination in this state, "if any manufacturer, importer, jobber, agent or seller" shall sell or expose for sale or distribution in this state any such concentrated commercial feeding stuffs, without complying with the requirements of the act, such persons shall be guilty of a misdemeanor. It is held that "mixed meals" were included under the provisions of the act, in that a special exception was made in the law of "unmixed meals." "Hominy feeds" are expressly included within the definition of concentrated feeding stuffs. The Attorney-General has also held that the Commissioner's ruling that "when whole seeds of oats, barley, corn or rye are mixed with five per cent or more of other seeds than is represented for feeding purposes, such offering shall be covered by this act."

TEXAS.

Seymour, Tex.—The L. P. Davidson Grain & Coal Co., incorporated, capital stock \$25,000.

Austin, Tex.—Every bucket-shop in Texas has gone out of business as the effect of the new law enforced July 12.

Simms, Tex.—Mr. Haydon and others will build a rice eltr. with a capacity of

Mac Bride Coal & Coke Co.

Producers and Shippers
GENUINE POCAHONTAS and NEW RIVER
SMOKELESS COAL
Also Pennsylvania, West Virginia, Ohio, Indiana and Illinois Coal. Foundry, Furnace, Crushed and Gas House Coke.
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Thousands of dollars were saved last season by grain dealers who used the Kennedy car-liner. This liner costing less than two bushels of wheat, absolutely prevents leakage of grain in transit. It covers the crevices you cannot see when cooperating the car. The price is \$1.30 for a complete liner, and can be installed in four to five minutes. Send in your order to-day in time for your shipments of wheat.

FRED W. KENNEDY,

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THE NEW ERA MAN LIFT



The original and only successful and reliable machine on the market. The very best money can buy.

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More of these machines sold than all other warehouse elevators combined. *This proves their worth. Time and Labor Savers.*

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—DAVID R. FORGAN, Pres.
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OFFICERS: DAVID R. FORGAN, President; ALFRED L. BAKER, Vice President; H. E. OTTE, Cashier; L. H. GRIMME, Assistant Cashier; F. A. CRANDALL, Assistant Cashier.

75,000 bu. The building will be of wood.
 Plainview, Tex.—We have just finished a 15,000-bu. eltr. and bot the first new wheat July 10.—The Plains Lumber & Grain Co.

Gainesville, Tex.—Keel & Son, whose eltr. was burned in June, are considering the erection of concrete storage and wood working house.

Markham, Tex.—Markham Warehouse & Eltr. Co. incorporated, capital stock \$10,000; incorporators, C. M. Carter, W. T. Thompson, W. A. Furber and C. R. Burke.

Stratford, Tex.—The Stratford Mill & Eltr. Co. incorporated, capital stock \$7,000; incorporators, T. J. Nolan, E. G. Pendleton, J. F. Reeder, T. M. McRory and others.

Lufkin, Tex.—The East Texas Grain Co. has leased a warehouse and will start a wholesale grain and feed store. The company will have offices elsewhere than in the warehouse.

Collinsville, Tex.—The Collinsville Mill & Eltr. Co. has succeeded E. G. Rall. The mill will be remodeled and one of the most complete corn, meal, chop and feed mill plants in the state installed.

Galveston, Tex.—Stolz & Keohler have had plans made by Fred Friedline for a 20,000-bu. transfer eltr. of frame, ironclad construction with cribbed bins, the machinery and cleaners to be driven by individual electric motors. For the handling of even-weight bags up-to-date sacking facilities and automatic scales will be put in.

Texarkana, Tex.—The Ark. & Texas Grain Co., J. T. Stark Grain Co. and the Southern Com. Co. have all discontinued business at this point, and we, Gaines-Ramage Co., are operating the old Stark plant under the firm name of Texarkana Mill & Elev. Co., doing a general grain business among the wholesale jobbing trade only in Texarkana, Louisiana and Texas. Our grinding capacity is 35,000 lbs. of meal and 100,000 of chops per day of ten hours. We are running the mills to full capacity and find our demand in excess of our supply. We still conduct a general brokerage business under the firm name of Gaines-Ramage Co., which is entirely separate from our milling business, and in both businesses we confine our business strictly to the jobbing trade. The Journal is read with great interest and we always find valuable information in regard to grain enterprise.—Texarkana Mill & Eltr. Co.

UTAH.

Salt Lake City, Utah.—The Intermountain Milling Co. has started the erection of a \$25,000 eltr. The building will be of brick and concrete.

WASHINGTON.

Waukon, Wash.—The Farmers' Independent Grain & Produce Co. is building a warehouse.

Huntsville, Wash.—George Hanson is erecting a grain warehouse on the W. & C. R. railroad.

Newport, Wash.—The Farmers Co-operative Trading Co. is erecting a 60x80 ft. grain warehouse.

Kiona, Wash.—The Seattle Grain Co. will erect a warehouse at once, with U. S. Dickey as mgr.

Fallon, Wash.—The Farmers Alliance warehouse recently burned, at a loss of \$18,000, will be rebuilt. Some insurance.

LaCrosse, Wash.—The Farmers' Educational & Co-operative Union has contracted with Sam Boyer for 100,000 grain bags at 9 cents f. o. b. cars at Portland.

Davenport, Wash.—The Davenport Grain Co., recently incorporated, has secured the Seattle Warehouse, and has a site at Oman Sta., where another warehouse will be built.

Turner, Wash.—Eight land owners of this place and Covello have bot the warehouses of the Interior Warehouse Co. at Turner and Whetstone, for \$8,000. They have a capacity of 75,000 sacks each.

Latah, Wash.—W. R. Messamore has succeeded W. C. Renfrew as mgr. of the Cambell-Sanford-Henley Co.'s grain warehouse. W. C. Renfrew is now in charge of the company's house at Farmington.

Walla Walla, Wash.—Governor Mead has reappointed J. W. Arrasmith chief state grain inspector for two years, and R. C. McCroskey of Garfield and W. H. Reed of Tacoma members of the state grain commission.

Palouse, Wash.—W. F. Smith is building a 50x125 ft. warehouse. Levi Archibald has leased the Tacoma Grain Co.'s house. The Galbraith-Bacon and Hypothek houses will be moved to another site by the Spokane & Inland and thrown into one house.

Olympia, Wash.—After the close of the hearing July 10 it seemed certain the state railroad commission would order the roads to put in joint rates on wheat. The hearing has been in progress since June 21. The Hill lines are not so strongly opposed to the joint rate as the O. R. & N.

WISCONSIN.

Madison, Wis.—John Barnes has resigned from the position of state railroad commissioner.

Oakfield, Wis.—We have succeeded Wm. E. Zimmerman—F. H. Messner, mgr. Oakfield Eltr. Co.

LaCrosse, Wis.—Chas. Bennett, for many years with the S. Y. Hyde Eltr. Co., recently suffered a stroke of paralysis.

Milwaukee, Wis.—William P. Vollert and R. Sunderman were recently admitted to membership in the Milwaukee Chamber of Commerce.

New Richmond, Wis.—The New Richmond Roller Mills Co.'s eltr. was burned with 5,000 bus. of grain, mostly oats. Loss, \$7,000, partly insured.

Superior, Wis.—The biggest cargo of grain loaded out at this city was taken on in 7 hours July 20 by the steamer D. K. Hanna. The shipment was 410,000 bus. of flaxseed.

Milwaukee, Wis.—At a recent meeting of our board of directors it was decided not to hold an annual meeting of the Wisconsin Grain Dealers Ass'n this summer.—M. H. Potter, secy.

Osceola, Wis.—The Osceola Mill & Eltr. Co. has started the work on its eltr. The building will be 30x80 ft. and basement. On one side of the eltr. a potato warehouse will be built, 30x60 ft.

Milwaukee, Wis.—Geo. J. Zimmerman has been appointed a member of the grain inspection and weighing committee of the Chamber of Commerce to fill the unexpired term of J. M. Riebs, who resigned.

Superior, Wis.—Judge Sanborn of the federal court on July 17 appointed I. L. Lenroot examiner to take testimony in

the suit by the Great Northern Railroad Co. and the Globe Eltr. Co. against the Wisconsin Grain & Warehouse Commission, the evidence to be in within 60 days.

Milwaukee, Wis.—The transportation committee of the Chamber of Commerce has been authorized by the directors to file complaint with the state railroad commission against the car service rules applying to the disposition of grain and hay. Receivers have been compelled to make disposition of grain within one day after inspection.

Madison, Wis.—Among the laws passed by the last legislature are: Chapter 165, making telegraf companies liable in the sum of \$500 for error of the employees; Chapter 429, creating a state waterways commission; Chapter 454, prohibiting the paralleling of railway lines; Chapter 478, that labels of stock foods shall contain a schedule of ingredients; Chapter 542, prohibiting a district or city atty. from being retained by a common carrier; and Chapter 654, providing that railroad companies whose gross receipts per mile per annum exceed \$3,500 shall not charge more than 2 cents per mile for passenger transportation.

MILWAUKEE LETTER.

Shipments of wheat at this time find ready sale, local mills having thus far failed to shut down, which has prevented the customary accumulations.

The first intimation that the new crop has reached the harvesting stage, was a sample of wheat received, on change, last week. It is of superb quality and tested 64 pounds to the measured bushel.

Altho receipts have been light of late, buyers are not calling anxiously for supplies. Brewers are making selections of choice barley and the balance of offerings are being cleaned up for various other purposes.

The charges for handling heating or damaged corn are very small, generally 1/2 to 1c per bushel. By taking advantage of this, dealers are able to realize five or six cents more on the final outcome than would be the case if not handled.

An unusual amount of claims for refund of car service are being filed with the C. S. Assn. since the new rules were put into effect. As a result the Assn. finds itself being stacked up with work. Not much success has attended these efforts, however.

Shipments of wheat to this market grading below No. 2 northern are sold without dockage. One recent inquiry of how much dockage was made on a shipment of wheat grading No. 3 was received, in order that the initial seller could be docked accordingly.

By reason of the absence of rates over foreign roads to this market, considerable trouble is experienced when payment of freight for outside cars is made. It is hoped that some conclusion will be reached soon in this respect so that this unnecessary trouble will be eliminated.—C.

Four farms of 160 acres each will be among the premiums awarded at the National Corn Exposition, beginning Oct. 5 at Chicago.

Ecuador, South America, has modified its duties to exempt corn, barley, wheat, beans, vetches, lentils, potatoes and sugar from all fiscal and municipal taxes. Rice and flour imported thru the custom house at Macara is declared free of duty.

Supply Trade

W. P. Callahan & Co., manufacturers of gas engines, have changed the firm name to The W. P. Callahan Co., Inc.

Fairbanks, Morse & Co. have begun the erection of a large six-story warehouse in Omaha, Neb.

Sprout, Waldron & Co., Muncy, have purchased all patterns of flour packers and sifters from the Richmond City Mill Works and are prepared to supply the trade.

The Skillin & Richards Mfg. Co. has established an agency at Wichita, Kan., in charge of G. C. McCurley, for the sale of its elevator machinery and power transmission appliances in the southwest.

The National Mill & Supply Co. at Fort Wayne, Ind., has added a complete line of elevator equipment to its supplies, including buckets, belting and tools needed in a well equipped establishment. S. A. Lehman is mgr.

The Minneapolis Steel & Machinery Co. has opened an office in Butte, Mont., 352 Phoenix Bldg. A constantly increasing trade in that section and the desire to handle all orders promptly caused the company to open the office. It is in charge of J. E. Lanning.

The Baker Gas Engine & Supply Co., Sioux City, has a new revolving wipe spark igniter for its engine which insures a strong spark every revolution and prevents the sparkler being put out of order by deposits of carbon, when kerosene is being used instead of gasoline.

The Foos Mfg. Co., Springfield, O., maker of Attrition Mills and other machinery used by grain dealers is working 24 hours a day and is then six months behind with orders. Sec'y Copenhagen in hunting for good men doesn't have much sympathy with those who cry "hard times."

At its semi-annual meeting held in Kansas City, Mo., this month, the Western Millers Mutual Fire Insurance Co. decided to reincorporate under the provisions of the law passed by last session of legislature which is very favorable to such companies. The first six months of the present business year has been very satisfactory to the company.

A. E. Baxter, Buffalo, N. Y., an elevator engineer, has built and equipped several large elevators and mills, among them being the plant of the Pawnee Cereal Co., Cedar Rapids, Ia.; Acme Milling Co., Olean, N. Y.; Miner Hillard Milling Co., Wilkes Barre, Pa.; Acme Mills & Eltr. Co., Hopkinsville, Ky.; Granite Mills, Rochester, N. Y., and many other well known plants.

The Fort Wayne Mfg. & Supply Co. is making a specialty of manufacturing gas producers in connection with the manufacture of gas and gasoline engines. Gas may be made cheaply from anthracite coal and the demand for such an engine continues to grow as those who use them learn what an economical piece of machinery they are. Such engines are made from 6 to 300 h.p.

Consider the three links in the advertising chain, namely—the commodity, the copy, and the medium. Does the old maxim hold good that the chain is no

stronger than its weakest link? Then what boots it that your goods are sterling, and that your copy glitters, if it is put in a weak-kneed, air-inflated medium? Perhaps this accounts for the failure or incomplete success of your advertising campaign.

The Superior Gas Engine Co., under the management of P. J. Shouylin, has just completed a large crude oil engine that works satisfactorily, developing splendid power at small cost. In order to start the engine low gravity oil may be injected at high pressure into a dome which must be previously heated by an alcohol lamp. As soon as the oil strikes the heat a gas is formed and the engine moves swiftly as if it were running on high grade gasoline. This engine may prove of much value to dealers in Pa., Ind., Kan., and other oil belts where oil is fifty cents to one dollar a bbl. It takes about 1 bbl. of oil every 24 hrs. to run a 20 h.p. engine.

The St. Mary's Machine Co., St. Mary's, O., builds a gasoline engine that is especially adapted for eltr. use. Mr. Miller, mgr. of the company, was for several years in the elevator engineering work and his connection with the company has helped it to build an engine that is satisfactory to the grain dealer in every way. The successful history of the company may be written as follows: Fourteen years ago it was organized and work was begun with 14 men. Today 325 men are in the employ of the company working in a large, well equipped plant. The company has ordered machinery for another large building and as soon as it is completed 100 more men will be added to the force.

The Foos Gas Engine Co. of Springfield, O., is developing a producer gas engine that has been very successful. Cheap fuel that may be manufactured from coal and the demand for an engine that will utilize such gas prompted the company to build such an engine. But the gas producer engine is only a small part of the work of the company in making power. About 250 men are kept at work all the time in the different departments of the company, practically all of them being skilled mechanics. The equipment of the company for making engines is as nearly perfect as money can make it. In fact about all the mechanic has to do is to use his head. Machinery does the work. Each engine is given a severe test before it is put on the market. It is run for several days with a clamp on the fly wheel which determines the power of the machine. After each engine has been run sufficiently to thoroly test it, it is torn down and cleaned before it is allowed to go to the shipping room. Good material, high class workmanship and correct principles have made the Foos a well known and much used engine.

The Hess Warming & Ventilating Co. sounds the following note of warning for those who will need Hess Driers the coming winter: "Owing to the late and cold spring, the largest corn crop ever planted is sure to be late, and therefore immature, rendering the need of drying imperative. Regardless of crop conditions, however, the demand for Hess-Dried corn is so great that increased drying facilities are in demand, even by those interests already equipped. The orders on hand, and contracts for which plans are now in preparation will call for most of the normal product of the

Heating of Grain

In storage tanks or bins is avoided by using THE ZELENY THERMOMETER SYSTEM
Descriptive circular sent on application

Multiplex Electric Thermometer Co.
Minneapolis, Minn.



Cover's Dust Protector
Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
124 Perley St., South Bend, Ind.

Liability, Accident & Credit INSURANCE

London Guarantee and Accident Co.
Limited
Head Office, Chicago, Ill.

New and improved methods are constantly taking the place of the old. The

F. R. Morris Method

of removing the excess moisture from grain with his improved Drier is demonstrating its superior quality for this work.

CORN dried with the MORRIS DRIER sells at a PREMIUM over all other methods in use. Don't let another year pass without installing a Morris Drier. In times of peace prepare for war and save money.

F. R. MORRIS,

51 Chamber of Commerce, Milwaukee, Wis.

SAY

Isn't it worth 1 cent per car to know that your shipments cannot be tampered with during transit without detection? We can furnish you with the Tyden Car Seal, bearing your name and consecutively numbered for \$3.50 per 1,000 that will give you absolute protection.



You insure your grain against fire, why not protect it against theft. Sample free. Send now.
INTERNATIONAL SEAL & LOCK CO.
CHAS. J. WEBB
General Sales Agent
617 Railway Exchange Bldg., Chicago

Hess Company for the rest of the year, and it is inevitable that the execution of late orders will be delayed. The company therefore urges intending buyers to act early as possible, at least in making their wants known so every preparation possible may be made in advance. With a very large stock on hand, and a splendid working organization, the Hess Company is better prepared than ever to give prompt and efficient service, but there's a limit."

Notes on the Fourteenth Annual Convention of the National Hay Association.

Hay there!

About 600 in attendance.

Motto: "Not for self, but for all."

"All aboard for Columbus in 1908."

York State was WELL represented.

D. G. Stewart gave away a handsome hand mirror to his friends.

The dealers had their pictures taken under the generalship of "Alfalfa Bill."

The ladies were photographed in automobiles previous to their trip around the Falls.

Geo. N. Reinhardt & Co. freely distributed a bill book with their compliments.

Jas. Graham & Son of Pittsburgh presented a tan leather pocketbook to their friends.

H. B. McClure, from the Dept. of Agri., exhibited a bale of alfalfa artificially cured by heat.

It is too early to report definitely whether all who smoked the Pittsburgh stogies will recover.

The Washington badge was a purple ribbon from which dangled an engraving of the Capitol bldg.

H. M. Straus & Co., Cleveland, remembered their friends by giving each of them a cigar case.

Natural Food Products Company entertained the visitors at shredded wheat luncheon one afternoon.

New officers: Chas. J. Austin, pres., New York; H. R. Hall, vice-pres., Illinois; P. E. Goodrich, sec'y treas., Indiana.

A resolution was adopted providing that negotiations be opened with various exchanges for three uniform sizes of hay bales.

The Pittsburgh delegation was the largest. Thirty-five men came in a body, attended by a special policeman in plain clothes.

Thru the courtesy of the Western Union and Postal Telegraph Co.'s many dealers sent "ma" a message that they had "arrived safe."

It was not so much *what* the speaker from Minn. said on Representative Government as the *way* he said it that elicited the cheering.

Daniel McCaffrey's Sons Co. distributed several boxes of cigars. To each stogie was attached a yellow ribbon advertising the donor.

The Baltimoreans came in a special car. Presume it was necessary on account of so much livestock being attached to their badges.

Clover from the farm of Wm. Hopper, Glen Arm, Maryland, thirty-eight inches high was on exhibition. Also some timothy stalks almost six feet tall.

Several bales of timothy were on exhibition in the assembly room from different Exchanges. The purpose was to exemplify grading of various markets.

The Standard Hay & Grain Co. distributed lead pencils.

The railroads were commended for the improvement in service during the recent months.

The alphabetical card system to register attendance made it very handy for those seeking friends.

H. L. Elliott of Minneapolis presented his friends with a neat watch fob to which was appended a bale of hay.

Governor Hughes was too busy, so Congressman Porter welcomed the hay dealers, extending to each the hospitality of the Falls and the Rapids.

S. C. Woolman & Co., Philadelphia, represented by J. H. Irwin, handed the trade a few pocket flash lights as an ambassador of good will.

True, Cincinnati was roasted for not officially adopting Uniform Grading of Hay, but Orator Ellis nobly defended her name and fame.

Columbus worked hard for the next convention and got it. A little stick pin with a representation of the head of Columbus of "Sail on" fame was presented to those who would root for the Ohio capitol.

The official badge of the convention was a stick pin on the face of which was engraved a resemblance of Niagara Falls. To this was attached by a link a little bale of hay upon which were the letters N. H. A.

Those who attempted to wear all the badges donated for decorative purposes reminded one of the pictures of some conquering hero just home from a victorious campaign and honored by his countrymen.

The program was a neat little vest pocket booklet bound in a cream covered deckle edged binding with the convention number and date printed on the front and a bale of hay on the back.

Baltimore's badge was most unique. Attached to Baltimore colors, orange and black, was a well designed horsehead in

whose mouth was a little tuft of timothy.

'Twas reported no "hay seeds" were present. What about the fellow who tore off the printing on his letter heads when asked for a business card?

E. Harnden reminded his customers that he was in business at Two Rivers, Wis., by giving each of them a little buttonhole saw on which was inscribed "Just tell them that you saw me."

Pittsburgh's badge was very artistic. Attached to a miniature engraving of a bale of hay was a yellow and black pendant of ribbon. On this was an engraving of old Fort Pitt, and a large Keystone which contained a small picture of Niagara Falls.

A bale of timothy hay reputed to have been cut in 1864 was on exhibition. This certificate was fastened to it: "Mt. Sterling, Ill., I hereby certify that this hay was cut and put in my barn in the year 1864—Daniel Corrigan. Witness, Clara Waters."

The total membership of the Ass'n is 898, a gain of 112 during the past year. New York ranks first, Ohio second in membership. Cash received during the year was \$7,431.54. There is a balance of \$3,283.30 now on hand. The report of the sec'y was received with much applause.

E. Steen & Bro. gave away a very unique advertisement. At any rate there was "money in it" for the recipient, as the novelty was a hay man carrying on his straw arm a little case on which was printed the advertisement of the firm. In the case was two 1907 pennies.

"When you come to Columbus, gentlemen, I'll promise you there'll not be any leg pulling done. When we take you for a ride on our Gorge Route we won't charge you 25c at the door for the ride. You will be amused without any charge attached to it."—Sec'y Board of Trade.

The National Hay Ass'n has many distinctive features. One of the new ones is an Alumnus born at the 14th Annual



P. E. Goodrich, Winchester, Ind.
Re-Elected Secy.-Treas. Nat. Hay Assn.

Convention. Its official name is Association of Former Presidents of the National Hay Ass'n. Jas. W. Sale was made pres., P. E. Goodrich sec'y., Chas. England and Geo. C. Warner were appointed by the pres. to formulate rules for the governing of the Ass'n. Its purpose is to hold the old members together and promote the interests of the National Ass'n, not by interference, but suggestion.

John B. Daish, Washington, D. C., in his address on Freight Rates said: The Hepburn law has not been all that its authors predicted. It has not been the signal success which we were told it would be. Before its passage and while it was in the period of incubation we were told that if this bill be passed, all the evils of the present transportation system would be dispelled; the press and the legislative halls were filled for the demand for this law; people high in authority were urging that it be written high upon the statute books, stating that it wud be a universal panacea. That these people were misguided cannot be denied; the law has yet, after 10 months since it went into effect, to do something worthy of mention. It has proved to be of the utmost value to the carriers. Rates have raised more since this law went into effect than ever before in the history of the country. Rates have been raised by means of classification, by increase in minimum weights of car loads and by direct advance in the rates per cwt. Rates on grain from Chicago to the seaboard have advanced 2c per cwt. The Interstate Commerce Commission is, however, more concerned with administrative duties than with the correction of rates. During the first ten months of the existence of the Commission 200 formal complaints were filed with it. It has rendered 55 decisions, 25 in favor of the complainants, 29 in favor of carriers; in the one case the shipper was partly sustained.

Books Received

POULTRY MANAGEMENT.—Keepers of chickens will find valuable hints in the 48-page Bulletin No. 287 of the Dept. of Agri., by G. Arthur Bell, assistant animal husbandman, treating of management of hens for egg production, houses, raising chickens, broilers, roasters and capons, classification of breeds, making a start, fattening, marketing, preserving eggs, and diseases. U. S. Dept. of Agri., Washington, D. C.

YEARBOOK OF DEPT. OF AGRI.—In the Yearbook for 1906 just issued by the Dept. of Agri. chapters are devoted to New Problems of the Weather, describing the work being carried on by the scientists at Mt. Weather, Va., in the study of long range forecasts; The Effect of Climatic Conditions on the Composition of Durum Wheat, showing that dry land wheat contains more protein than the irrigated and that durum wheat deteriorates when grown in the more humid regions such as Iowa and Michigan; Corn Breeding Work at the Experiment Stations; Review of the Road Laws Enacted during 1906; and the legal weights per bushel of all commodities in all states. The appendix contains complete statistics of the grain crops and other products of the farm. The Yearbook is sent free of charge by members of congress to their constituents. Illustrated; 720 pages; price, \$1.

Pure Seed or Poor Seed.

In the form of questions and answers the department of botany of the Kansas Experiment Station has forcibly presented the facts regarding the extensive adulteration of grass seeds. In a special circular entitled "Pure Seed vs. Poor Seed," H. F. Roberts, botanist, and Geo. F. Freeman, assistant botanist, reprint 29 letters from victims of the grass seed adulterators, and give seven tables showing the amounts and costs of forage seeds sown in Kansas, the chief impurities of alfalfa seed, the chief impurities of English blue grass seed, the chief impurities of brome grass seed, the chief impurities of miscellaneous seeds; and the cost per acre, standard and pure seeds compared.

Most of the 28 samples of alfalfa seed tested by the Station showed a large per cent of seed true to name, but incapable of germination. The average of dead alfalfa seeds in the 28 samples was 34.5 per cent; one sample 99.2 per cent pure having 54.3 per cent of dead seed. Seven of the samples contained less than one per cent of foreign seed and 10 contained 1 to 4 per cent of seed other than alfalfa, the adulteration in one instance rising to 31.5 per cent, principally bur clover and buckhorn.

On the acreage of alfalfa for 1905, 602,560, the cost of seeding, 15 lbs. to the acre at \$10 a bu. of 62 lbs., is \$1,446,128, with pure seed. To get the same stand with the impure seed actually used, shown by tests to contain 45 per cent of impurities, is estimated at about \$1,935,042, a loss of one-half million dollars.

Besides the greater cost of the impure seed there is sown 4,000,000 weed seed per acre, the actual result being a weak, poor stand of alfalfa and a dense growth of weeds and wild grasses. The land has to be plowed up and reseeded, the use of the land for a year has been lost and it has become foul with weeds.

"Kentucky blue grass is extensively adulterated with Canadian 'blue-grass,'" states Professor Roberts. The two when mixed are absolutely indistinguishable except to well-trained experts. Seven hundred thousand pounds of Canadian bluegrass was imported in one year, almost all of it used for the adulteration of Kentucky bluegrass. Canadian bluegrass is a vastly inferior plant.

English bluegrass is continually being adulterated with cheat; and the vitality of the English bluegrass seed on the market is for the most part very poor, the germination per cent often not rising above 40.

The real calamity lies in the befouling of good land with bad weeds difficult to eradicate. English plantain or buckhorn can be eradicated only by digging out each individual plant. Bindweed is almost absolutely ineradicable. In this circular the Station presents an array of facts most convincingly in favor of state legislation that will force out of the market all seed not coming up to a fixed standard of purity and vitality.

All reputable mills ought to refuse to buy wheat from scoop shovelers shipping from town where an eltr. is located. If all eastern buyers wud make it a point to ascertain whether the parties they buy from are scoop shovelers or not, and if they were to refuse to buy from them it wud pretty nearly wipe them out.—H. W. DeVore.

Jupiter Transmission Rope

A marine-covered wire rope. Pliability of Manila Rope, Strength of Wire Rope. Wonderful transmitting power.

SPECIAL GRAIN SHOVEL ROPE

A customer says: "If your shovel rope ever wears out, we will order some more."

DURABLE WIRE ROPE CO.

BOSTON—26-30 Atlantic Ave. CHICAGO—23 So. Canal St.



ENVELOPES for MAILING GRAIN and MALT

QUALITY and PRICE RIGHT

J. L. THOMPSON

107 Dearborn Street

Tel. C 79

CHICAGO

R



Live weevil plus a little Fuma equals dead ones every time

Fumigate Your Elevators and Mills With

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums

Send for printed matter

EDWARD R. TAYLOR
Manufacturing Chemist Penn Yan, N. Y.

\$50.00

IS the COST of MAINTAINING ONE HORSE-POWER FOR ONE YEAR.

The "1905" CYCLONE



DESTROYS BACK PRESSURE
SAVES ONE-HALF THE POWER

The Knickerbocker Co.,
JACKSON, MICH.

Grain Carriers

A branch of the Great Western is being surveyed from Carroll to Wall Lake, Ia., 20 miles.

Ward Ames, the grain dealer of Duluth, will have a steamer named after him, the launching to be July 27.

The Burlington and Northwestern have been accumulating cars for the heavy movement of grain expected by Aug. 1.

The Interstate Commerce Commission has issued rules of practice giving full details of how to proceed in cases brought before it.

The advance in the per diem on cars from 25 to 50c went into effect July 1, and was followed by the withdrawal of one road from the agreement. It should be advanced to \$1.

The proposed trip of the Inland Waterways Commission will begin Sept. 26 at St. Paul, joining Pres. Roosevelt at Keokuk Oct. 1, for the remainder of the trip down the Mississippi.

The American Bankers Ass'n is said to be dissatisfied with the new uniform B/L, and its committee is to hold a conference with the general committee. Are grain shippers to be heard?

Geo. S. Loftus, for the National Hay Ass'n, has petitioned the Interstate Commerce Commission to restore hay from 5th to 6th class, and the Commission on July 18 gave defendant roads 20 days to reply.

The Aug. J. Bulte Milling Co., and other millers of Missouri, Kansas and Oklahoma, have filed complaint with the Interstate Commerce Commission alleging discrimination in rates on flour and grain products against the Southwest and in favor of the Northwest on shipments east.

The Dominion Transportation Commission has recently ordered that the Detroit and Port Huron rates shall be the maximum to be charged from all points east to Halifax and Sydney. Hitherto rates have been higher from points in western Ontario than from cities just across the boundary line.

The Wabash and Great Western announced that they would apply the old basis of rates against grain in store on which in-billing previous to July 1 was surrendered when the grain moved out, at Kansas City; but canceled the arrangement in a few days, tho not until considerable grain had been contracted. Who was favored?

The complaint by W. O. Mitchell against the Santa Fe for excessive rates on wheat from Oklahoma City to Gainesville and Fort Worth, Tex., has been sustained by the Interstate Commerce Commission. The distances are 140 miles to Gainesville and 202 miles to Fort Worth, but the rate was the same, 28½ cents; and the Commission has ordered the road to make the rate 20 cents to Gainesville and 22 cents to Fort Worth. Downhill all the way.

Two Cincinnati firms who disputed the justice of the demurrage charges exacted by the C. L. & N. and Pennsylvania roads, recently were granted orders of court temporarily restraining the roads from refusing to switch cars. The court

stated that the railroad had the right to refuse private switching service if the receiver refused to pay the bills for past service, but not when the bill was in dispute.

The rate to be paid on about 6,000,000 bus. of grain in store at the Missouri River is in controversy, Commissioner Lane declaring that the rates in effect prior to July 1 are applicable; while the railroads insist that the grain can move out only on the advance of 1¼ cents, in which case the grain dealers will lose the amount of the increase. The Wabash is the only road holding with Commissioner Lane that the old rate must be maintained on all grain which had been shipped to Missouri River points and stored prior to July 1.

The Interstate Commerce Commission announced July 16 that a final hearing on the uniform B/L will be held Oct. 15. Shippers who are alive to their own interests will read the form published in the Grain Dealers Journal July 10, page 31, and write it and the Commission their views. The B/L is the shipper's contract with the railroad for the transportation of his grain to market; and every shipper is interested in having his grain moved on as favorable conditions as possible. A proper wording of the B/L will place upon the railroad company the fullest measure of responsibility for damage, loss, shortage and negligence.

That flour rates should not exceed wheat rates by more than 7 cents per 100 lbs. is the decision of the Interstate Commerce Commission in the complaint by the Howard Mills Co. against the recent difference on shipments from Kansas to the Pacific Coast. The Commission says that "there is no inflexible requirement that rates upon grain and the products of grain should be under all circumstances the same, but that the carriers may vary the relation within narrow limits. When, however, the relation has been established, business developed and money expended upon it the carrier can not in the absence of sufficient reason change that relation." The complainants are not satisfied with the decision, as they had hoped to get the flour rate down to the same level as on wheat. Their wheat now goes to distant points where the rate on flour is prohibitive. From Kansas to Phoenix, Ariz.; the rate on flour has been 35 cents higher than the rate on wheat.

In the complaint by E. L. Rogers & Co. against the Philadelphia & Reading for the special embargo on shipments of hay and straw to the firm's Philadelphia warehouse the Interstate Commerce Commission recently decided that no order of reparation could be entered since it was not shown that the shipments made during the period of the embargo were interstate. Damages were not awarded for injury to Mr. Rogers' business for the reason, as alleged, that the testimony did not sustain the claim. The Commission held that it has power to forbid such discrimination and to award reparation. Commissioner Lane said: "Whatever may be said of an embargo against one commodity only in a time of congestion, nothing can be said for an embargo which refuses transportation facilities to some establishments while accommodating such facilities to their competitors." If the exercise of such a power were to be at all tolerated, the commission says, "carriers would be able to issue sentence of commercial death

against some of their patrons, while continuing to serve others." Just as they always have done.

Failure to supply cars for grain has led the Interior Warehouse Co., of Portland, Ore., to bring suit against the Oregon Railway & Navigation Co., to recover \$31,860 damages. On the representation of the railroad company that it could handle the grain the warehouse company bot large quantities of wheat in 1904 and contracted for its sale to buyers at Chicago, St. Louis, Duluth, Minneapolis and other eastern markets. Cars were ordered. Weeks lengthened into months and still no cars were furnished. On an average the delay was 60 days on each consignment. During the two months the extra insurance premiums amounted to \$4,842 and the storage bill to \$3,583, while communication with the waiting buyers by telegraph cost \$750. Heavy expenses were incurred thru having to keep men in readiness to load the belated cars, and \$9,909 in interest was forfeited. The warehouse company contends that 15 days is a reasonable time for filling orders for cars; but that during 1904 and 1905 the Oregon Ry. & N. Co. delayed from 45 to 157 days filling its orders. A similar suit to recover \$60,000 damage is brought by Kerr, Gifford & Co.

Uniform Laws on Bills of Lading.

Thirty-five of the states have appointed commissioners to meet commissioners of other states to agree upon uniform laws to be enacted in the several states upon the recommendation by the governor to the state assemblies.

One of the results is the uniform law on warehouse receipts which has been passed by Illinois, Iowa and 4 other states and promises to be enacted in other states. In preparing the warehouse law the commissioners adopted suggestions by representatives of the American Warehousemen's Ass'n; and, while an official body, are yet glad to receive suggestions from practical business men.

At their next conference, to be held Aug. 22-23-24 at Portland, Me., the commissioners will consider the laws on bills of lading with a view to agreement upon a bill to be enacted by the different states. The grain shippers are deeply interested in the law on B/L, as affecting the liability of the carrier and the negotiability of these instruments. The commissioners recognize the importance to the grain trade of the B/L law and contemplate inviting representatives of the grain shippers to be present at the conference in August.

The durum wheat crop in Algeria is reported good.

I wud like to see Uniform Grades established all over this country.—W. W. Cummings, the J. J. Coon Gr. Co.

While exterminating insects in the wheat bins of the Farming & Milling Company of Los Angeles, Cal., with cyanide of potassium Joseph McCormack was overcome by fumes, and while attempting to rescue him Foreman C. H. Schromm was also overcome. McCormack had descended into pit to remove a pan of poison which had been left in closed bin over night, when he was overcome, as was Schromm who followed him. Two employees of the mill, Patrick McCormack and Fred Kinschell, bravely descended into bin and with aid of ropes rescued their comrades.

Michigan Anti-Bucket Shop Law.

The bill introduced in the Michigan legislature by Senator Jenks, known as Senate Bill 500 and File No. 231, has recently been passed, and prohibits the pretended buying or selling of grain, stocks, cotton or other commodities without the intention of receiving or paying for the property; and defines a bucket-shop. The law reads:

Sec. 1. A bucket shop, within the meaning of this act, is defined to be an office wherein the proprietor thereof, or other person, either in his or its own behalf, or as an agent or correspondent of any other person or copartnership conducts the business of making or offering to make contracts, agreements, trades or transactions respecting the purchase or sale of any stocks, grain, provisions or other commodity or personal property wherein both parties thereto, or said proprietor or keeper contemplated or intended that the contracts, agreements, trades or transactions shall be, or may be closed, adjusted or settled according to or upon the basis of the market quotations or price made on any board of trade or exchange, upon which the commodities or securities referred to in such contracts, agreements, trades or transactions are dealt in, and without a bona fide transaction on such board of trade or exchange, or wherein both parties to such keeper or proprietor shall contemplate or intend that such contracts, agreements, trades or transactions shall be or may be deemed closed or terminated, when the market quotations of prices made on such board of trade or exchange for the articles or securities named in such contracts, agreements, trades or transactions shall reach a certain figure, and also any office where the keeper, person or agent or proprietor thereof, either in his or its own behalf, or as an agent as aforesaid therein, makes or offers to make, with others, contracts, trades or transactions for the purchase or sale of any such commodity, wherein the parties thereto do not contemplate the actual or bona fide receipt or delivery of such property, but do contemplate a settlement thereof based upon differences in the price at which said property is or is claimed to be bought and sold. The said crime shall be complete against any proprietor, person, agent or keeper thus offering to make any such contracts, trades or transactions, whether such offer is accepted or not. It is the intention of this act to prevent, punish and prohibit within this state, the business now engaged in and conducted in places commonly known and designated as bucket shops, and also to include the practice now commonly known as bucket shopping by any person or persons, agents, corporations, associations or copartnerships who or which ostensibly carry on the business or occupation of commission merchants or brokers in grain, provisions, cotton, coffee, petroleum, stocks, bonds or other commodities whatsoever.

Sec. 2. It shall be unlawful, and the same is hereby made a felony for any corporations, association, copartnership, person or persons, or agent or keeper or cause to be kept within this state, any bucket shop, and any corporation, person or persons, or agents whether acting individually or as a member or as an officer, agent or employee of any corporation, association or copartnership, who shall keep, maintain, assist in the keeping and maintaining of any such bucket shop within this state shall, upon conviction thereof, be fined in a sum not less than \$500 or more than \$1,000, or by imprisonment in the penitentiary not exceeding two years, and any person or persons who shall be guilty of a second offense under this statute, in addition to the penalty above prescribed may, upon conviction, be both fined and imprisoned in the discretion of the court, and if a corporation, it shall be liable to forfeiture of all its rights and privileges as such; and the continuance of such establishment after the first conviction shall be deemed a second offense.

Sec. 3. Any corporation, association or copartnership, person or persons or agent or agents who shall communicate, receive, exhibit or display in any manner, any statements or quotations of the prices of any property mentioned in the section one hereof, with a view to any transactions or transaction in this act prohibited, shall be deemed an accessory, and upon conviction thereof, shall be fined and punished the same as the principal, as provided in section 2 of this act.

Sec. 4. It shall be the duty of every commission merchant, or agent, or

broker in this state, engaged in buying and selling stocks, bonds, grain, provisions or other commodities or personal property for any person, principal, customer or purchaser, to furnish, upon demand a written statement containing the names of the parties from whom the property was bought, or to whom it shall have been sold, as the case may be, the time when, the place where, and the price at which the same was either bought or sold, and in case such commission merchant, broker, person or persons, or agent or agents, copartnership, corporation or association shall refuse promptly to furnish the statement upon reasonable demand, the fact of such refusal shall be prima facie evidence that such property was not sold or bought in a legitimate manner, but was bought in violation thereof.

Frank E. Woller, court clerk at Milwaukee, Wis., has confessed the loss of \$30,000 of public funds in wheat speculation.

Pres. Henry Stark in his address to the Operative Millers Ass'n at their recent convention said: "I recommend that we keep up the agitation for better grain inspection until we get better state inspection or federal inspection. I invite special attention to the Uniform Grade Congress. This is a step in the right direction. What we want is the employment of honest, competent inspectors, who are good judges of wheat and will do their duty."

The movement toward preferential tariffs is gaining in Great Britain. The British colonies are demanding that the United Kingdom impose duties that will keep out the products of foreign lands, while the foodstuffs produced in the colonies come in free or at a less rate. As the United Kingdom is Uncle Sam's best customer the enactment of preferential tariffs would seriously affect certain channels of trade in breadstuffs. England's purchases of wheat would be made in Canada instead of the United States.

Certified grain-weighers of Rotterdam have refused to work for some of the largest importers on account of their attitude during the strike of the employees of the elevator company, and the assistance the company rendered during that time. The weighers will work only for firms and such of the German receivers who have agreed not to allow their grain to pass thru the elevators of the company. The contract with German importers expires tomorrow and there is much speculation as to whether the contract will be renewed.

Wheat, millet, sorghum, barley, maize and buckwheat is the principal grain raised in Manchuria according to a recent report of Consul F. D. Fisher, of Harbin. The occupation of Manchuria by military and railroad construction forces created a great demand for wheat beginning about 1898. Since that time the production of wheat has been increased from 500,000 bu. to 21,000,000 in 1905, and the price advanced from 20 cents a bu. to 40 and 50 cents. Their system of cultivation is very crude. Only the simplest kind of implements are used for planting the wheat; it is harvested by hand and threshed on frozen ground in the same manner. The average yield of wheat is from 17 to 25 bus. per acre. The flour milling industry on account of the railway extension and military occupation of Manchuria has also grown to extensive proportions. There are several mills in the province with a capacity of over 2,000 bbls. per day. The evacuation of Manchuria by the Russians has given the flour industry a serious setback.

The Humphrey Employee's Elevator



For eighteen years it has been the standard Elevator for Grain Elevators and Mills.

The simplest and most reliable lift for Grain Elevators that can be devised.

Let me send you catalog and quote prices.

S. K. HUMPHREY
640 Exchange Bldg.
BOSTON, MASS.

Supreme Court Decisions

Release of Carriers' Liability.—Contracts of carriage restricting the liability of the carrier or releasing claims for liability already accrued to the shipper must be based on a consideration. *St. Louis & S. F. R. Co. v. Pearce*. Supreme Court of Arkansas, 101 S. W. 760.

Purchase of Stocks Presumed Valid.—In an action by stockbrokers to recover a balance due for certain stocks alleged to have been purchased for defendant, the burden of showing that the contracts were mere gambling contracts was on defendant; the law presuming their validity. *King v. Zell & Merceret*. Court of Appeals of Maryland, 66 Atl. 279.

Transportation and Delivery.—The acceptance by a carrier of goods for transportation, in the absence of an express contract restricting its liability, implies an undertaking on its part to transport them to the place to which they are consigned, wherever that may be, even beyond its own line. *St. Louis S. W. Ry. Co. v. Kilberry*. Supreme Court of Arkansas, 102 S. W. 894.

Advances on Gambling Contracts.—If a broker was privy to wagering contracts for fictitious or option futures, and brought the parties together for the very purpose of entering into such illegal agreements, he could not recover for advances made by him on account of his principal in forwarding such illegal contracts. *L. J. Anderson & Co. v. Holbrook*. Supreme Court of Georgia, 57 S. E. 500.

Crop Mortgage.—A purchaser of grain from the mortgagor, without any knowledge that it was mortgaged, except constructive notice by the record of the mortgage, is not protected as an innocent purchaser by the mere fact that the mortgagor permitted the mortgagor to thresh and sell the grain. *Aug. Andreson v. Larson and St. Anthony & Dakota Elevator Co.* Supreme Court of Minnesota, June 28, 1907.

A Boy 16 years of age, hired to transfer oats from a shipping bin back into the elevator, did not assume the risk as a matter of law in going into the bin when ordered to do so, to correct some defect therein, whereby he lost his life by being smothered by a fall of oats, though the place was dark, and he knew nothing of the work. *Meler v. Way, Johnson, Lee & Co.* Supreme Court of Iowa, 111 N. W. 420.

Switching from Hold Tracks.—Where defendant railroad agreed with plaintiff, the consignee of freight, that in consideration of a certain sum paid by plaintiff it would deliver the cars, which were then on its "hold" track, over the tracks of other railroads to plaintiff's place of business, it continued to sustain the relation of common carrier to plaintiff and was responsible for loss resulting from failure to promptly deliver the cars. *Cohen v. Missouri, K. & T. Ry. Co.* St. Louis Court of Appeals, Missouri, 102 S. W. 1029.

Damages for Fall in Market.—One cannot recover as damages for an attachment the loss by reason of fall in market price of the attached property between the time of levy and the sale under order of court in the attachment suit; the sheriff and plaintiff in attachment having before any fall in the price served notice on defendant in attachment permitting him to make sale and deposit the proceeds in court, and he having failed to avail himself of the permission. *Bell v. Thompson*. Court of Appeals of Kentucky, 102 S. W. 830.

Recovery on Future Contracts.—Where defendant was sued upon written contracts for the sale of cotton, and pleaded their illegality as transactions in futures, and the court instructed that plaintiffs would recover if money paid by their assignors to defendant was a loan, it was necessary

to instruct that such money must have been paid for cotton, and not as a loan, before they could find for defendant on his plea as to the illegality of one of the considerations for the sale of the cotton. *Smith v. Bowen*. Court of Civil Appeals of Texas, 100 S. W. 796.

Warehouse Receipts—Change of Possession.—No such change of possession results from the issuance of so-called warehouse receipts acknowledging the receipt of goods on premises really occupied by the owner, though in form leased by the latter to the warehousing company, as renders valid a pledge of such receipts, where actual possession of the goods was exercised by and existed with the owner substantially the same after issuance of the receipts as before. *Security Warehousing Co. v. Racine Knitting Co.*, Bankrupt. Supreme Court of the United States, 27 Sup. Ct. Rep. 720.

Seed Grain Note.—A executed and delivered to B a seed grain note, in consideration of which B agreed to purchase and deliver to A the amount of seed grain specified in the note, and within a reasonable time thereafter, B caused the seed grain to be delivered to A. Held, the seed grain note, having become a first lien upon the crop grown therefrom, as against the claim of a second mortgage, the purchaser of the wheat from A was justified in paying it. Held, error to exclude the note and evidence of its payment from the jury. *Aug. Andreson v. Larson and St. Anthony & Dakota Elevator Co.* Supreme Court of Minnesota, June 28, 1907.

Bucket-shop Transactions.—The probability that an intelligent and experienced business man who enters upon a course of speculative dealings with a bucket shop does so with the understanding that the purchases or sales are to be merely colorable is so strong as to amount to a presumption of fact, which is not overcome by his testimony to the contrary given in his own interest, nor by a recital in confirmation slips given on receipt of the orders that actual delivery was in all cases understood, which in itself indicated that it was inserted for some ulterior purpose. *In re A. B. Baxter & Co.* Circuit Court of Appeals, Second Circuit, 152 Fed. 137.

Evidence of Course of Dealing Admissible.—Where defendant shipped a car of corn to a third person on plaintiff's order, and plaintiff failed to obtain payment before insolvency of the third person, and sued defendant to recover the value of the corn on the ground that defendant should have made the shipment a "closed" one, so that the third person could not have obtained possession of the shipment without first making payment, such manner of making shipments being according to custom, there was no prejudice to plaintiff in permitting defendant to testify that he had frequently made shipments to plaintiff's father-in-law, who was wealthy, and that all the shipments were "open." *Smith v. Landa*. Court of Civil Appeals of Texas, 101 S. W. 471.

Seed Lien.—Plaintiff, under a verbal contract sold and delivered to S. 200 bushels of seed wheat at 75 cents per bushel and 60 bushels of seed flax at \$2 per bushel, and filed one lien statement for the total purchase price, claiming a lien indiscriminately upon the crops produced from such seed for the entire amount due him under the contract, but stating the number of bushels of each kind of grain and the price per bushel. Held, that the contract is not entire, but is divisible, and that plaintiff's lien is therefore divisible, and should be construed as two liens; one upon the wheat for the value of the wheat seed furnished, and the other upon the flax for the value of the flax seed furnished. *Schlosser v. Moores*. Supreme Court of North Dakota, 112 N. W. 78.

Recovery of Unreasonable Interstate Rate.—The rule that an action at law to recover excessive interstate freight charges cannot be maintained in advance of action by the Interstate Commerce Commission will not prevent a Federal circuit court which has suspended proceedings on a bill seeking relief from an advance in freight

rates, pending action by the Commission, from granting relief in the exercise of its powers under the act of February 4, 1887 (24 Stat. at L. 379, chap. 104, U. S. Comp. Stat. 1901, p. 3154), § 16, as a court of equity, on a petition filed after the Commission has acted, stating the substance of the findings of the Commission, and containing a copy of its report and opinion, where defendants have stipulated in open court that, in case complainants prevailed, decree of restitution might be made. *Southern Ry. Co. v. H. H. Tift*. Supreme Court of the United States, 27 Sup. Ct. Rep. 709.

Validity of Warehouse Receipts against Trustee of Bankrupt.—Holders of so-called warehouse receipts under a pledge which was invalid for want of a change of possession have no equitable lien which takes precedence of the title of the trustee in bankruptcy of the pledgee, by virtue of the special provisions of the bankrupt act of July 1, 1898 (30 Stat. at L. 544, chap. 541, U. S. Comp. Stat. 1901, p. 3418), § 70a, vesting in the trustee the title of the bankrupt to all property transferred by him in fraud of his creditors, and to all property which, prior to the filing of the petition, might have been levied upon and sold by judicial process against him, and of § 70e, giving the trustee power to avoid transfers by the bankrupt which a creditor of the latter might avoid, and to recover the property so transferred or its value. *Security Warehousing Co. v. Racine Knitting Co.*, Bankrupt. Supreme Court of the United States, 27 Sup. Ct. Rep. 720.

Refusal to Furnish Cars.—Act Approved March 31, 1874, in force July 1, 1874, § 22 (Hurd's Rev. St. 1905, c. 114, § 84) requires railroad companies to furnish, start and run cars for the transportation of such property as shall within a reasonable time previous thereto be ready or be offered for transportation and to take, receive, transport, and discharge such property, etc. Section 23 of the Act (section 85, c. 114, Hurd's Rev. St. 1905) provides that on the refusal of a railroad company to take, receive, transport, and discharge any property within a reasonable time, the company shall pay to the party aggrieved treble the amount of damages sustained thereby, etc. Held, that the latter section is a penal statute, and hence, under the rule that penal statutes must be strictly construed, the provision of the former section that the company shall "furnish, start and run cars for the transportation of" property, etc., having been omitted from the latter, the penalty provided is not recoverable against a company which fails to perform that duty. *Atchison, T. & S. F. Ry. Co. v. People to Use of Sauer*. Supreme Court of Illinois, 81 N. E. 342.

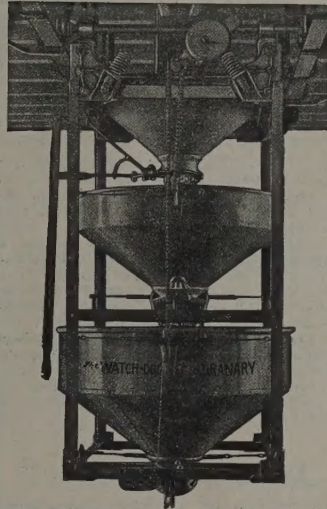
Oil, coal, tobacco, furniture and other trusts have been attacked by the government for maintaining fixed prices and monopoly; and the American Society of Equity farmers who agree to hold wheat for \$1 per bu. come under the ban, if taken seriously.

An examination for the position of assistant in grain standardization will be held by the U. S. Civil Service Commission by Aug. 5, to fill two or three vacancies in the Bureau of Plant Industry, Dept. of Agri., at salaries ranging from \$1,000 to \$1,800 per annum. Any citizen 20 years or over may take the examination. A weight of only 20 per cent is given for a thesis on uniform grading and methods of grading grain commercially; 30 per cent for laboratory work with cereals and knowledge of grain, and 50 per cent for general education and training with special reference to laboratory methods. In applying for this examination applicant should request application form 304 and special form for "Assistant in Grain Standardization (Male), Dept. of Agri." addressing the U. S. Civil Service Commission, Washington, D. C.



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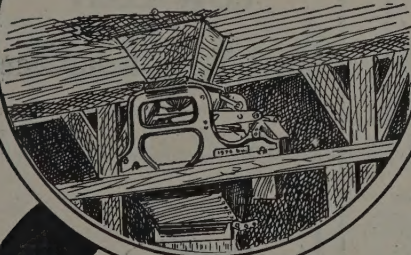
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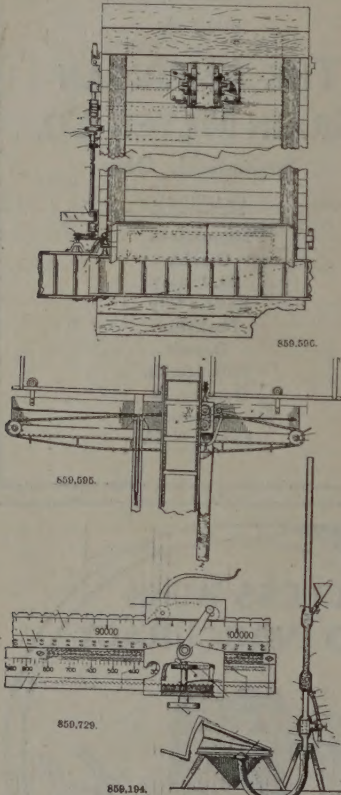


Patents Granted

Muffler, No. 859,414. Wm. H. Smith, Wichita, Kan.

Gas Engine. No. 859,852. Wilson R. Smith, Beloit, Wis.

Gas Engine. No. 860,547. Herman Kas-trup, St. Louis, Mo.



Igniter for Engines. No. 860,038. James S. Lang, Boston, Mass.

Gas Engine. No. 859,501. Frederick Lamplough, London, Eng.

Rotary Gas Engine. No. 859,474. David W. Williams, Glastonbury, Conn.

Valve for Gas Engines. No. 860,608. Peter Schwehm, Hanover, Germany.

Internal Combustion Engine. No. 859,383. Thos. W. Hendry, San Francisco, Cal.

Carbureter. No. 859,719. Lars Anderson, New York, N. Y., assignor to Triplex Gas Engine Co., New York.

Gas Engine Governor. No. 859,415. J. P. and J. C. Stover, Freeport, Ill., assignors to Stover Engine Works.

Igniter for Engines. No. 859,510. Benjamin McInerney, Omaha, Neb., assignor to Louis Dohme, Baltimore, Md.

Internal Combustion Engine. No. 859,746. Edward Crowe, Redcar, England, assignor to Davy Bros., Sheffield, Eng.

Oil Engine. No. 859,940. Jacob Gunther, Cologne, Germany, assignor to the Otto Gas Engine Works, Philadelphia, Pa.

Portable Dump. No. 859,596. (See cut.) Joseph E. Camp, Washington, Ill. The

wagon is driven over lazy tongs which raise the wagon by its front axle. Means under the control of the attendant are provided for stopping the movement at any point.

Seed Separator. No. 859,194. (See cut.) Chas. Blasco, Habana, Cuba. A transparent seed receptacle has a perforated bottom, a pipe connection, a controlling valve in the pipe, an air blast to the pipe connection and means in the transparent seed receptacle bottom for drawing off the heavier seeds after the lighter ones have been separated therefrom.

Shifting Conveyor. No. 859,595. (See cut.) Christian W. Camp, Metamora, Ill. The conveyor comprises a drag adapted for traveling in either direction and shiftable in the direction of its length, a sprocket chain for driving it, one stretch of the chain lying between two sprocket wheels, a pair of rollers at each side of the driving wheels, so that when in engagement with one wheel the chain travels in one direction and when in engagement with the other wheel it travels in the opposite direction.

Printing Beam for Scales. No. 859,729. (See cut.) Eugene Betz, Chicago, Ill., assignor to the E. & T. Fairbanks & Co., St. Johnsbury, Vt. Combined with a beam for weighing scales is a beam having a ledge along its lower front face, a type bar having outwardly tapered side edges, one of which is adapted to engage the ledge on the beam, a securing plate with beveled edge for engaging the other edge of the type bar and holding it on the beam, and means co-operating therewith whereby an impression may be taken from the type. The impressing attachment is carried by the poise and comprises a platen, a plunger, a stem and a handle.

Exports of Breadstuffs.

Our exports for the crop year ending July 1 have included 76,555,911 bus. of wheat, 82,706,000 bus. of corn, 3,999,219 bus. of oats, 749,054 bus. of rye, 8,004,303 bus. of barley and 15,500,044 bbls. of wheat flour; compared with 34,793,525 bus. of wheat, 117,385,400 bus. of corn, 46,209,093 bus. of oats, 1,354,949 bus. of rye, 17,345,132 bus. of barley and 13,866,497 bbls. of wheat flour for the preceding crop year. The total value of breadstuffs exported during the crop year was \$176,029,689; against \$177,356,014 for the preceding crop year.

Exports for the month of June have been 4,004,782 bus. of wheat, 5,522,462 bus. of corn, 210,454 bus. of oats, 168,205 bus. of rye, 166,393 bus. of barley and 1,465,061 bbls. of wheat flour; compared with 1,076,205 bus. of wheat, 2,630,212 bus. of corn, 1,029,478 bus. of oats, 145,214 bus. of rye, 288,846 bus. of barley and 997,598 bbls. of wheat flour for June, 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

The close of the crop year makes a very satisfactory showing for the principal grains and flour; the comparison of June this year with June last year being more favorable than the comparison of the entire crop year just closed with the preceding crop year. Thus, while the exports of wheat for the crop year were a little more than double those of the preceding crop year, the June exports of wheat were approximately four times those for June, 1906. Tho the June exports of oats were but one-fifth of those for June, 1906, this loss is not nearly as great as that for the crop year, when the outgo of oats declined to less than one-tenth.

Thomas Coghill, bank cashier at Seymour, Wis., has confessed the loss of \$40,000 of the bank's funds in the wheat pit.

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Keep your little hammer hid when you're talking about the Association. Blow a little "Hot Air" if you will, but don't "Knock." The world hates a "Knocker." Everybody in the Association works for the good of it. That's what helps. We don't all see alike all the time, but a smile has a growl beat a mile. Tell your neighbor it's the greatest Association on earth—and it is. If you don't see him, write to him—now. Get on the Boost wagon. You don't know the fun there is boosting!—Sec'y P. E. Goodrich.

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